

FISH LAKE

by E. Spencer Garrett

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A critical secret seaplane base in Africa of Pan American Airways on its South Atlantic route during World War II

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In January 1937 I was accepted by Pan American Airways as a student in their Traffic Management Training Program. After assignments in New York and Miami, I was transferred in January 1942 by the Atlantic Division from the seaplane base at North Beach (next to LaGuardia Airport NY) to Natal, Brazil, as Airport Traffic Manager. The following June I was sent over to a new base in Liberia.

The company had been operating Boeing B314s from Port Washington, Long Island, to Marseilles, France, since May of 1939 - via Bermuda, Horta in the Azores, and Lisbon.

Since June of 1939 to Southampton via Shediae, N.B.; Botwood, Newfld; Foynes, Ireland. The NY seaplane base was later moved to North Beach.

In February 1941 because of wartime conditions and weather, some flights returning from Lisbon were routed via Bolama, Portugese Guinea; Natal; Port of Spain, Trinidad; and San Juan, Puerto Rico. Bathurst, Gambia, also became a stop on the South Atlantic flights but both Bathurst and Bolama were close to Dakar, Senegal, where German fighter planes were based. (Bathurst was only 185 miles from Dakar and Bolama 260).

A Pan American survey team flew (in a B314) along the African Coast south of Bathurst looking for a better location for a seaplane base. About 625 miles south of Dakar they spotted a lake on the coast in northern Liberia. It was irregular shape about 12 miles long and at its widest part about 5 miles across. It appeared to be calm water, almost land-locked with a narrow entrance at the northwest end.

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BOEING B314

They radioed back to PAA Atlantic Division headquarters recommending this lake (Fisherman's Lake) be the new seaplane base for the eastern end of the South Atlantic route. This was in July of 1941.

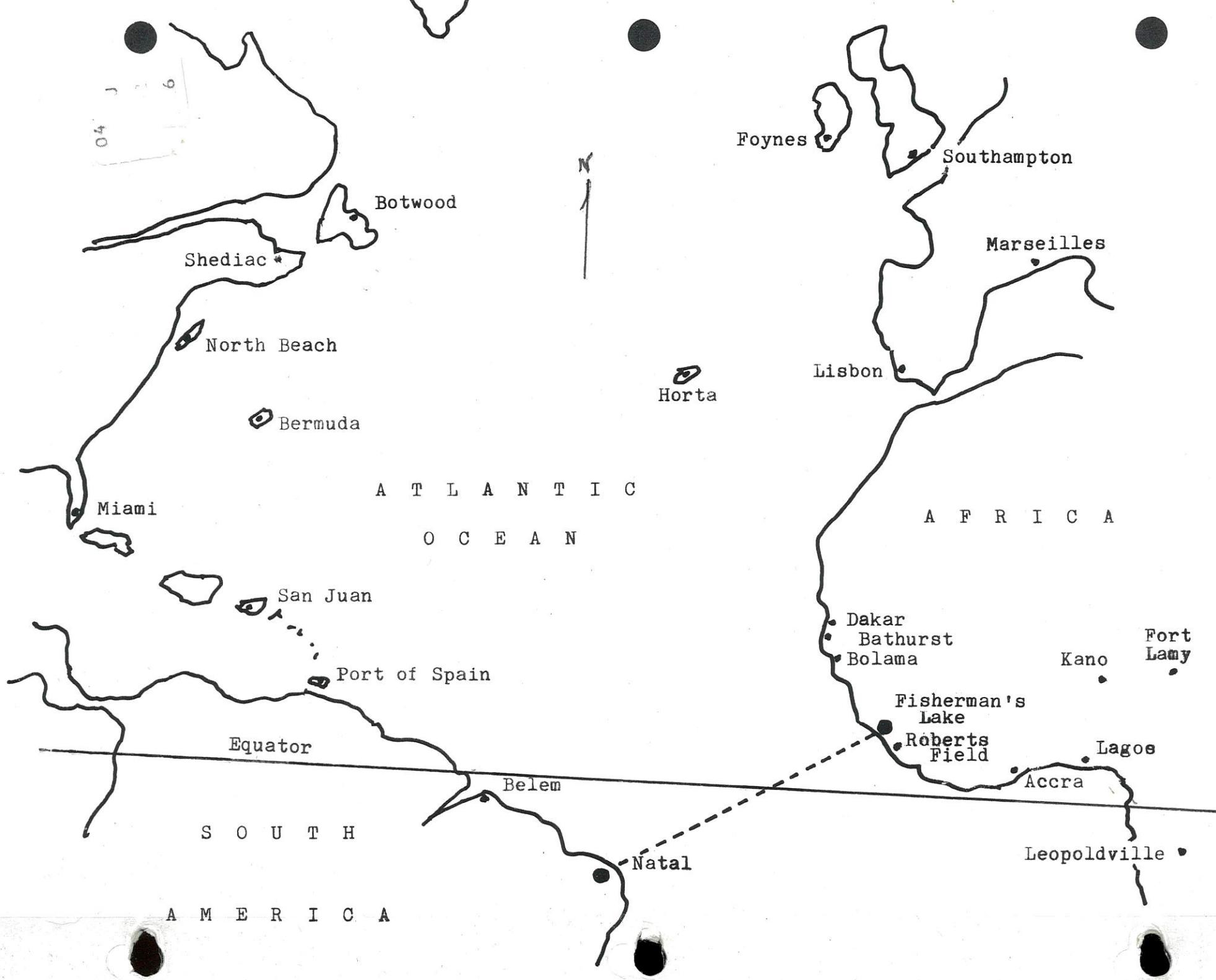
On November 20 1941, the B314 "Capetown Clipper" under command of Captain Harold Gray landed at Fisherman's Lake, believed to be the first landing of a large plane on this isolated lake on the Liberian coast.

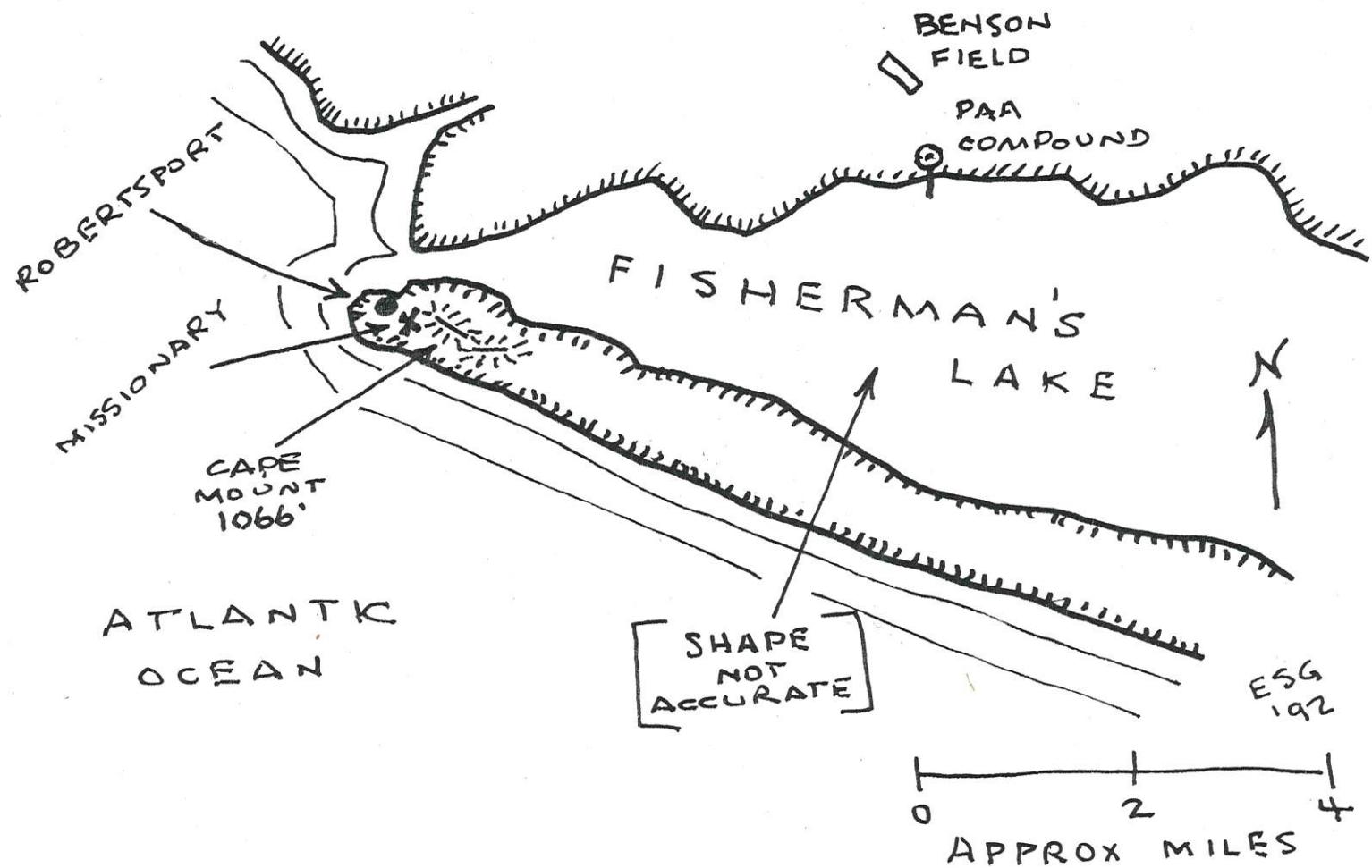
Contact was made with an Episcopal Missionary, Father Harvey Simmonds, at Robertsport, the native village at the northwestern end of the lake. Father Simmonds and his wife were helpful in describing local conditions and in Father Simmonds motor launch members of the PAA team explored the lake, checking depths and under-water obstacles.

Two freighters with supplies for the PAA base at Bathurst were rerouted to Robertsport. On arrival, Father Simmonds and his wife again were helpful in furnishing food and temporary items for the crew that would build the Pan American base some 4 or 5 miles down the northeast side of the lake.

On December 6 1941 a B314 left Miami on the inaugural flight to Leopoldville in the Belgian Congo. It stopped in San Juan, Port of Spain, Belem and Natal and crossed the South Atlantic to Bathurst thence to Lagos, Nigeria, and Leopoldville. Out of Port of Spain the commander of the flight, Captain William Masland, was advised of the bombing of Pearl Harbor but it did not alter the flight plan. This route was operated twice monthly.

I have no records to indicate date of first scheduled operation into Fisherman's Lake. It was probably early in 1942 because I was stationed at Natal between January/June of 1942 and recall several B314s coming down from the States enroute Bathurst - eventually changed to Fisherman's Lake.





The possibility of a trans-Africa air service by the U.S. had been discussed by President Roosevelt and PAA's Juan Trippe in great secrecy. Pan American Airways-Africa was "incorporated" July 15 1941 and commenced operation October 18 1941. This was an unbelievable accomplishment (within 3 months) - finding and building or re-building landing sites, equipping them and moving personnel into position, as well as recruiting pilots to fly the route and "commandeering" aircraft suitable to fly the mostly uncharted inhospitable terrain.

Pan-Africa operated mostly Douglas C47s (converted DC3s) on the northern leg of their route system between Fish and Accra thence across Africa to Cairo via Kano, Maiduguri, Fort Lamy, El Geneina, El Fasher, Khartoum, north to Cairo or via Habbaniyeh to Basra, Tehran and thence to India.

On December 15 1942 the entire Pan-Africa system was taken over by the military and became a vital part of the Air Transport Command.

In addition to the Atlantic Division B314s and the Pan-Africa C47s, Pan American-Air Ferries was organized in July 1941. Pan Air Ferries flew a wide variety of critically needed military planes from various places in the States to Africa and beyond. Their route basically was Miami, San Juan, Port of Spain, Belem, Natal (using the landplane base at Parnamarim), Ascension Island, Accra and thence to onward destinations in North Africa, Egypt, Iraq, Iran and India. This was a tremendous operation ferrying vitally needed aircraft into combat areas.

Pan Air-Ferries did not normally use Fish Lake although a B17 did crash land on the coast near Fish Lake after making a crossing from Natal.

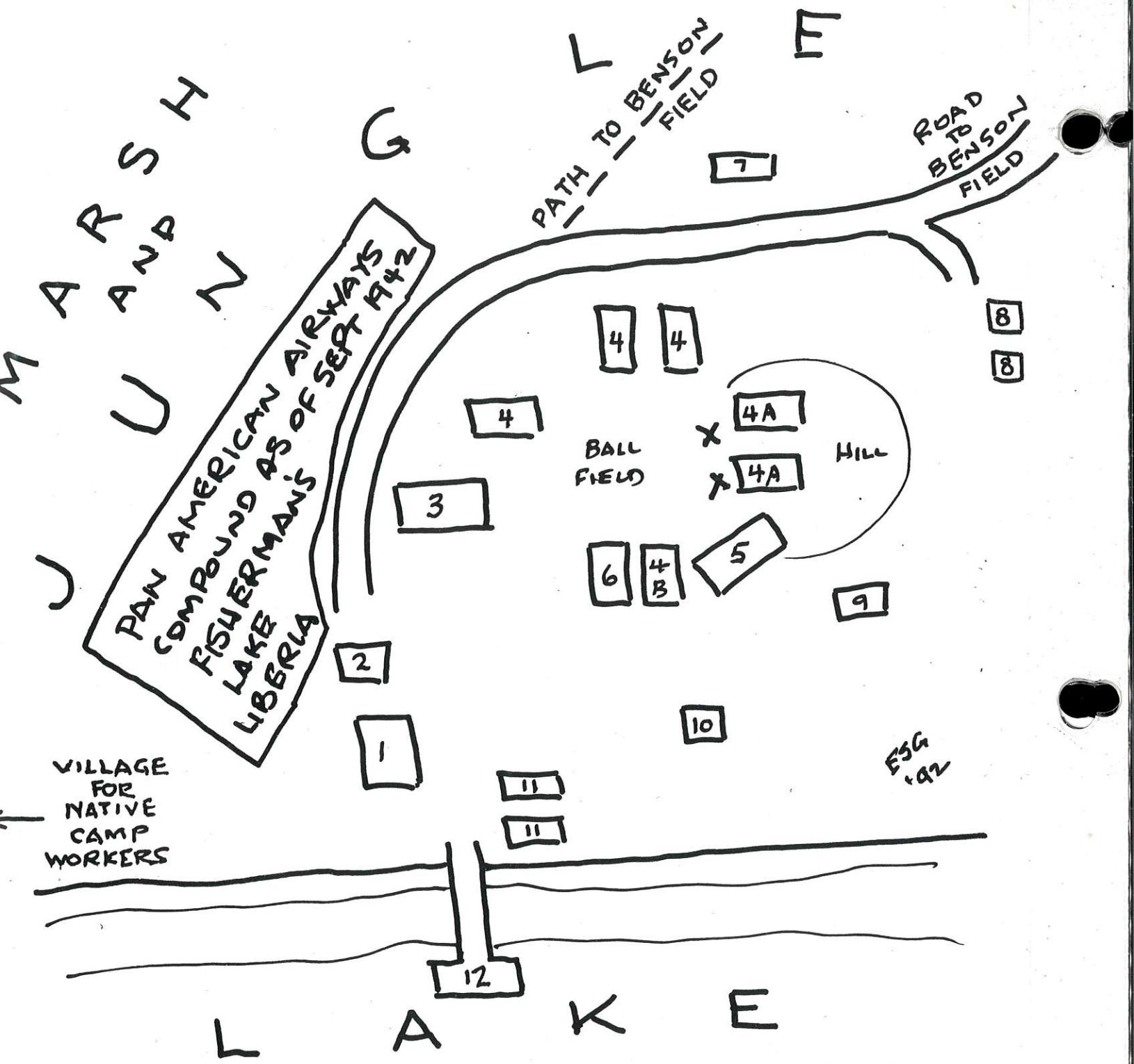
The pilots who flew the ferried planes "outbound" usually returned to the States on planes flown by Pan-Africa and most of them came back through Fish Lake to catch a B314 to the U.S. They were a great group. Most of them would volunteer to bring us various needed items we'd request - from the States or from enroute outbound stops. A bottle of malted milk tablets, a new razor from the States, writing paper and envelopes, a jar of hard candy ... or similar items. Sure enough, each time a group arrived at Fish Lake on a C47 homeward bound, having flown from the States out to Cairo or Tehran or India - they'd set all their goodies on the counter in the Passenger Terminal. They could have charged just about anything but each would say "OK, here's the razor, I need 67¢" or "Malted milk tablets were 98¢" - or whatever. We really appreciated what they did for us. I must add, the 314 crews were also great in bringing things to us which we needed.

Pan American operated for the Liberian government a Grumman twin-engine "Goose" amphibian along the Liberian Coast from Cape Palmas to Fish Lake. It was based at either Roberts Field (Monrovia) or on the river at the Firestone Plantation at Harbel. It accommodated 4 or 5 passengers.

Our compound was right on the lake. A long jetty was built out into the lake with a wooden dock at the end. The B314s tied up to a buoy out offshore and the Panair launch ferried loads between the plane and the dock.

Buildings on the compound were not completed until the end of June.

The thatched-roof, mud-sided Passenger Terminal down by the lake. There we checked in passengers departing on the 314s for Natal and beyond and received those arriving from Natal.



- 1 PASSENGER TERMINAL
- 2 GARAGE
- 3 ADMINISTRATION
  - OPERATIONS
  - TRAFFIC
  - RADIO
- 4 LIVING QUARTERS
- 4A LAYOVER CREWS/PSGRS
- 5 DINING HALL & KITCHEN
- 6 REC. HALL

- 7 WATER PUMP
- 8 CONSTR.EQUIPMT
- 9 POWER STATION
- 10 FIRE EQUIPMT
- 11 STORAGE
- 12 JETTY & DOCK
- 4B QUARTERS, OFFICE & STORAGE
- X TALL TREES

The Administration Building accommodated the Operations Office, our Traffic Office, a Radio Room and office, a small Infirmary, what we called a Control Tower, and a switchboard for the field telephone system which eventually operated from there to the Passenger Terminal, the Dining Hall, Station Manager's quarters, and finally out to the C47 landing strip (Benson Field).

The Dining Hall included the kitchen and food storage and a walk-in refrigerated room.

We had 3 living quarter buildings for staff each accommodating 10, each with lavatory and showers. A screened porch ran around all sides with a "fly trap" entrance.

Two similar buildings accommodated transit crews and layover passengers. Fortunately we seldom had to accommodate many passengers but on several occasions it got a bit "tight" due to extended bad weather and too many bodies!

The Recreation Building where we eventually acquired such luxuries as a rather beat-up "lounge chair, some paper back books, a set of checkers, and a movie projector (which seemed to break down at a critical portion of the film!). N.Y. occasionally sent down current issues of magazines which became dog-eared and well-read.

All buildings were set up on concrete pilings about 4 feet above ground, each with screened "fly-trap" entrance.

Various structures housed: a power unit, fire-fighting equipment, construction material, water pumping station, a garage for the rolling-stock which finally arrived, and two storage buildings by the jetty.

When I mention that the Passenger Terminal had mud sides - the natives used the mud from large ant hills as substitute for cement when filling in the sides of their huts, and for our Passenger Terminal. Seems as though ants apparently "chew" the mud when building their hills and what is left is a wax-like substance which makes fairly solid siding for the native-type structures.

Benson Field was a C47 landing-strip several miles inland from the lake. I don't believe it was regularly used until sometime in July. Originally it had been nothing but a grass/mud/dirt strip. After sections of metal mat were laid down it became a reasonably good landing strip. The Passenger Terminal was thatch roof and sides and two storage buildings were similar. Our carpenter built a passenger check-in counter although we tried to get most of the check-in functions done back at the compound.

As for staff at Fish Lake and Benson Field:

The Airport Manager was responsible for the entire operation of the station, and he had an assistant.

Three radio operators, one of which was on duty at all times in the Radio Room.

A Port Steward who had the difficult task of keeping the staff, crews and layover passengers fed with the sometimes unpredictable supplies on hand.

I was Airport Traffic Manager and had 9 men working with me. We were responsible for the handling and paperwork for passengers, mail and cargo for the B314s and C47s.

A carpenter and a handy-man had the difficult tasks of building and repairing "things".

Two mechanics were responsible for whatever mechanical problems might need correcting on the 314s and the C47s. Flight crews, of course, were also involved and pitched in.

A young Medical Intern kept us aware of probable or possible illnesses and attended to cuts and bruises.

Native help included the Dining Hall staff that prepared food under the constant supervision of the Port Steward and waited tables. They wore white jackets (most rather ill-fitting), white gloves and khaki shorts - fresh each day. In spite of their natty (?) topside attire, they were barefoot.

The Dining Hall waiters had interesting, if not strange, names ... "Best Quality" was obviously taken from a can of peaches; "See No More Rain"; "Froggy" (and he looked like one as he raced in and out of the kitchen, all 5 feet of him); "Pop Eye" - and other amusing names.

Our food supplies arrived in limited quantities from Natal on the 314s but mostly from the States by freighters. Space and weight was so critical on the 314s that we depended almost entirely on the freighters (which anchored offshore by Robertsport and cargo was lightered ashore and down to us in "fleets" of whaleboats).

The Port Steward used his endless skills at keeping meals served regularly. One day we sat down to be served a delicious stew of potatoes, carrots and meat. After complimenting him, we learned we had eaten monkey meat. He had bought some young monkeys from the natives and had we not known what kind of meat we had eaten - we would never have thought it was other than beef or lamb.

The monkey meat menu had been prompted by fact the freighter bringing our supplies had been sunk by a German submarine in the South Atlantic.

In charge of the natives who man-handled the cargo, mail and baggage was an interesting fine-looking elderly Liberian who commanded the respect of his crews. He was their boss and wore a wide-brimmed hat of distinction. I can still hear him "commanding" his men by calling "COMO COMO COMO" which, of course, was "Come on, Come on, Come on" ... or "YESGO YESGO YESGO" which was "Let's go, Let's go, Let's go". I don't recall his name but he was a good man to have on our team.

Each living quarter had a House Boy to keep things clean. Our boy at House #6 was Varni, a hardworking boy.

Atabrine and quinine were readily available and we were constantly warned by the Medic about taking these anti-malarial items regularly. Bottles were on each table in the Dining Hall.

A banner day was the arrival of a wind-up record player even though it was several weeks until we received any records. My mother sent down some of the current hits and I can recall several of them ... "Sleepy Lagoon", "String of Pearls" and "White Christmas".

We soon learned how to off-load a tin of movie film headed for downline, have a quick showing and then send it on its way.

Most passengers coming through were sympathetic with our living and working conditions and gave us no trouble. I do recall one very officious Army full-colonel who arrived from Natal on a 314 headed for Cairo. There was a problem about his onward connection on the C47 out of Benson and after I explained it to him with no success, he spotted the telephone on the counter. In a very demanding loud tone (for the benefit of the other passengers) he pointed to the phone and instructed me to "Get GHQ Cairo on the phone.

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They'll straighten it out!". I could scarcely keep a straight face while explaining to him that the phone line ran only a few miles out in the jungle to the landing strip.

For the first few months I was at Fish Lake, there was nothing but a path from our compound out through the jungle to Benson. It meant an "on foot" transfer like something out of a movie to see the passengers trekking along the path and disappearing into the jungle followed by a stream of natives carrying their baggage, mail and cargo on their heads. A road (?) was finally completed which made the trek a lot easier. Small tree trunks were laid across some of the muddier spots.

The crowning achievement was the arrival of a small Mack Sennett-type bus which had come down from the States on a freighter. That meant we had the luxury of riding back and forth, bouncing along at 5 miles per hour over the washboard road, trying to avoid the deep spots. We each looked forward to driving the bus even though it was subject to breakdowns and constant strange grinding noises from underneath.

We had a company code used for all radio messages. It probably could have been, or possibly was, cracked by the Germans but we used it for all outbound radio messages.

The postal mail which came through Fisherman's Lake was either in transit on the B314s to or from Lagos or Leopoldville; or the mail which was transferred to and from the Natal B314s and the C47s which operated Fish Lake (Benson Field), Roberts Field (Monrovia) and Accra (the Gold Coast). All such mail was in sealed blue International mail sacks.

We had no regular postal facility at Fish Lake. Personal mail we sent was addressed to final destination without postage and put in a special company pouch to North Beach. It was delivered to the company mail room, metered with postage and sent to final destination as regular mail.

Such envelopes showed return address as c/o PAA, LaGuardia Field, Jackson Heights, N.Y. Use of the special mail pouch was a procedure known as "morale mail" set up for specific isolated or "off-the-beaten-path" locations.

Mail coming to us was sent with domestic postage to the company mailroom where it was placed in the appropriate special pouch to Fish Lake. Eventually we used an APO through either Miami or Natal and we showed the APO as the return address. Coming to us it was addressed to us at the proper APO and then forwarded via PAA to Fish Lake.

All such mail was subject to censorship by U.S. Customs at Miami or New York. In August an AAF officer was assigned to Fish Lake and he censored our outbound mail.

As Fisherman's Lake was a more or less "secret" base, we were told to not advise anyone (even our families) where we were. I worked out a personal "code" in a letter to my folks and only they could decode it.

I really didn't think that would violate security rules. However, long after I sent the letter I received a scathing memo from our Division headquarters at North Beach telling that my letter had been intercepted by a censor (where, I don't know) and they had not only cut out my coded section but had filed a formal complaint with Pan American!

I thus learned that the use of "personal" codes was not only forbidden it was unwise to use one. It was the last time I tried to outsmart a censor. Eventually my folks knew where I was from friends of mine who were crew members and who phoned my folks.

The switchboard we had in the Administration Building was a rather old relic but it served our purpose as lines could be plugged in to the 4 or 5 outlets we might call.

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During the day the switchboard was operated by one of the black natives, Bobo. He was intrigued with this piece of modern science and could not resist listening in on the conversations. We thought perhaps he was a foreign agent gaining information about the aircraft operations but we quickly dismissed that possibility. What did irritate us was that while listening in he was also breathing very heavily into his phone so that we were hearing what sounded like a steam engine pulling away from a station. This meant we were constantly screaming into our phone - "Bobo, get off the line!" - and sometimes, if we were in our office, we'd run out and into Bobo's cubicle and tell him to unplug his line.

There were several kinds of "wildlife" in the area. Snakes were not uncommon. One time while checking in a group of passengers for the 314 to Natal, someone pointed up at the thatch ceiling in the Terminal and asked "is that a snake up there?". It was and we could see 8 or 10 inches of a green snake weaving back and forth. Someone threw something up at it and it disappeared into the thatch. We all ran outside and the natives threw rocks at it until it slid down onto the ground and they killed it. It was a large green mamba, one of the deadliest and very fast. Later we told the Medic about it and his only comment was to not bother finding him if we were bit by one as it would be too late!

Often making the trip to and from Benson, we'd see and hear monkeys chattering up in the trees. They no doubt wondered what we were doing there in their domain.

Another form of "wildlife" we had in abundance - ants! On one of my treks out to Benson on foot, and we always walked with eyes scanning not only the trees but the ground - I spotted a large column of ants crossing the path. I didn't think they'd mind or change their course if I carefully watched them (from a few feet away!). They were large black ants.

The column must have been 2 or 3 inches wide as they hurried across and disappeared into the brush. I didn't stay to see how long the column was but I presume it was a "major" migration.

One day someone noticed what was obviously a battle between two armies of ants - one was small red ants and the other big black ants. This was going on right in the middle of our compound. We watched for a while from a safe distance. It was decided best we get involved and try to end the battle or it might migrate over close to our living quarters. Gasoline was poured in the area and set afire. It ended the dispute. This incident provided some real excitement.

The crossing between Natal and Fish Lake was about 1900 miles and was usually made at night to provide celestial navigation. There were no navigational aids at FSH. Most departures were made in the late afternoon with arrivals early morning. Occasionally night landings were made on the lake with flare pots set out along the landing path and the Panair launch would race along as the Clipper touched down.

One morning a B314 crew came in from Natal and reported they'd sighted a lifeboat out offshore. Fuel was put aboard the 314 and the Port Steward and Medic put together food, liquids, and medical items, all securely wrapped - to be dropped to them.

I went out on the 314 and the Captain found and circled the lifeboat. The swells were not too high and we landed, put the supplies in a B314 raft and it was picked up. Through a bull-horn they were advised to head a specified course (land was in sight and a compass was included in their supplies). They were from a Dutch ship but several spoke English. They were advised our launch would intercept them and tow them in.

They were intercepted, towed into Fish Lake where they were well taken care of. After an exchange of radios with NY, they

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left the next afternoon on the 314 for Natal and the States. They told us of the submarine attack and the sinking of their ship. It had been an exciting episode for all of us!

Several times incoming 314 crews reported that during the night over the Atlantic they'd sighted clusters of lights on the surface. Obviously German subs being refueled.

The only time a B314 had any real trouble landing at Fish Lake was when Captain Bill Winston struck a large underwater rock formation (uncharted and never before contacted). It tore a hole in the bottom of the hull. He immediately pushed the throttles forward and raced for shore by our dock. A wise decision - by moving fast he maintained control and avoided the hull filling with water and the plane sinking out in the lake.

The next few days kept our mechanics, the carpenter and some of the flight crew busy building a ramp from shore out under the hull. The plane had been pulled in bow first and fairly well out of water. The hole was patched with layers of burlap and cement. When the job was finished Captain Winston and his crew flew the plane back to North Beach with no passengers and a light load. It was quite a feat and created some welcome excitement for us. We were all out to watch the take-off.

Bill Winston was a real character and a fine gent. During his layovers, he kept us amused with card tricks and feats of magic. He had been one of Lindbergh's flight instructors for basic training at Brooks Field, Texas, in the mid-'20s.

Several times Father Simmonds, the Missionary up at Robertsport, came down in his launch to see us. An unexpected real treat was his invitation for a group to join them for Thanksgiving dinner. What a surprise and we hoped and hoped the 314 from Natal Thanksgiving morning would be early - or at least, not late. I arranged with the Airport Manager for us to take the small launch up to Robertsport.

Everything was all set but the flight from Natal was very late getting into Fish Lake that morning. It got in just ahead of a bad storm with lots of wind and lightning. The storm lasted until almost evening and it was then too late for us to take the launch to Robertsport. We had no way of communicating with Father and Mrs. Simmonds. We were not only terribly disappointed but more concerned about what it would mean to them. Next morning Father Simmonds came down in his launch and we explained what had happened. He was understanding but told us they had waited until almost midnight thinking we might make it.

He extended the invitation for the next day and with fingers crossed, we made it. It was a belated yummy roast duck dinner, with all the trimmings. On the way back to camp in our launch we all agreed it was a day to long remember and that Father and Mrs. Simmonds were Number One on our list!

On only one other occasion did I get up to Robertsport. It was like something out of a movie. An old-time Dutch trader, Mr. Huigens, had a large general store which was filled with everything you'd expect to find in such a place. Pots and pans, seeds, canned food, fresh produce (but not too fresh looking), bolts of colorful fabric used for wrap-around dresses - and whatever else might be available.

Once I made a trip down to Accra on the C47. Accra was the headquarters for Pan-Africa and it was a busy place with C47s landing and taking off night and day. In addition to Pan-Africa, planes of Pan Air-Ferries, U.S. military and RAF aircraft were in and out. I went down one day and back the next.

On the way back we stopped at Roberts Field to pick up a load of baled crude rubber. During the stop I went into

the terminal with the crew for a bite to eat. Sitting out in the sun the cabin of the C47 must have been well over 100° when we climbed back aboard. Not only was the heat over-powering but the stench from the rubber was worse! It was only 75 miles up to Fish but a bumpy ride what with the noon-time thermals boiling up from the ground.

Out of Fish Lake to the States on the 314s, our cargo was mostly bales of crude rubber we received from the Firestone Plantation. They came up on the C47s and quite often I'd set up a C47 to make several shuttles between ROB and FSH. to bring up loads of rubber. The bales were sheets of crude rubber that looked like the soles of sport shoes (when rubber was used before man-made soles were invented). The sheets were rolled into bales of about 51 kilos, a little over 100 pounds, measuring about 18x18x24 inches and rather easy to handle. It was ideal cargo.

Firestone had asked that the bales awaiting shipment on the 314s be stored in a cool dry place. We laughed at that because it was never really cool (we were just above the Equator) but the least hot time of the year was during the rainy season when it was even more damp and humid. During the dry season it was hot and I mean HOT! We kept backlogged bales in a storage building by the lake front awaiting shipment to the States. This was critically needed material because the Japanese take-over of rubber plantations in Borneo, Malaysia and other areas in the southwest Pacific had caused a severe shortage of rubber.

From May through November 1942, we shipped 5238 bales of crude rubber out of Fish Lake to the States. Occasionally we shipped drums of rubber seed and sheets of mica to the States.

Payloads on the B314s out of Fish Lake varied according to the allowables which were based mostly on weather and wind conditions across the South Atlantic. As for some "Highs" while I was there:

In October and November we dispatched 34 B314s (each month) to Natal or about one a day.

In September we boarded 410 passengers on the B314s.

In October 114,699 kilos of cargo (mostly bales of rubber from Firestone).

In September we dispatched 1927 kilos of mail on the B314s, all transit not originating.

Eastbound out of Benson on the C47s headed for Roberts Field, Accra and beyond:

There were 55 C47 departures in July.

In October we boarded 536 passengers.

In September 79,392 kilos of cargo (mostly critically needed military supplies for tanks and aircraft in North Africa).

Also in October 6482 kilos of mail, all of which came in on the B314s from Natal.

While talking about the C47s ... usually on the last take off after making several shuttles between FSH and ROB to bring rubber up for shipment to the States, the C47 pilots would do a buzz job down low over our compound and pull up in a climbing turn headed back to Accra.

Although most of the 314s we saw came from Natal, or the twice a month flights from Leopoldville ... there were several route patterns which brought other flights into Fish. When the threat of German planes at Dakar ended, stops were made between Lisbon and Fish Lake on the "O" pattern which was from N.Y. to Lisbon, Fish Lake, Natal, Belem, Port of Spain, Miami, New York. A "U" pattern was N.Y., Natal, Fish Lake, Lisbon - and return the same way.

Perhaps we didn't set any records and it may sound as though we had a light work load what with an average of just more than one B314 arrival and one departure each day - plus almost 2 C47s in and out each day.

Our days started before daybreak (anywhere from 430am) depending on the 314 ETAs. It was seldom we turned in before 10 or 11 and sometimes midnight (if there were off-schedule operations). There was an endless pile of paperwork - memos, radios to code and send, filing cargo and passenger manifests, and other time-consuming items.

However, I must quickly add, there was little or no grousing in the compound. We all knew that even though Fish Lake was not a vacation spot, there were thousands and many more thousands who had far worse conditions and were sacrificing far more than we were. We were anxious for it all to end so we could resume our normal lives again.

Our one biggest fun relief was to round up a B314 layover crew for a wild game of softball. They were good sports and we enjoyed having them as our "guests". All the flight crews were great, We didn't see the C47 crews in camp very often as they'd come in from ROB, unload and take off. Occasionally a C47 would sneak in ahead of bad weather and have to remain overnight.

There was keen rivalry on the "ball diamond" between our living-quarter house teams. Our House #6 team was the "Chigger Diggers" and once we had a real World Series between all the houses. Each team member had a name - I was "Tiger Garrett".

To make our House #6 a bit more "homey", I commandeered some odd bits of lumber and a hammer and installed (in the front screened area) what we called the "Jungle Room". I made a bench, a fancy lamp arrangement, acquired a panel of woven palm fronds and put in some reading material. It became a popular "hangout".

During one of my hammerings, I hit my thumb a terrific wallop. The Medic said the only way to relieve the pain would be for him to use his surgical drill, open a hole in the nail to let out the blood and thus stop the pressure which caused the throbbing. I said thanks and decided to live with it. That night I set my chair beside my bed with a cup of fairly cool water and put my hand out through the mosquito netting with my thumb down in the water. It felt better- until the water got warm!

Once I went down to Roberts Field to discuss some problems we were having with the rubber shuttles. From ROB I bummed a jeep ride into Monrovia. I had an appointment at the American Legation which was a large white building atop a rise looking out toward the ocean. They gave me a ride "into town" for a look-see. It was an interesting experience.

From Roberts Field into Monrovia was about 30 miles on what then was a narrow bumpy road. It was my first ride in a jeep and I must say it was fun but full of bounces!

At that time there were no paved streets in Monrovia and I can imagine what a mess it must have been during the rainy season. Saw several natives who must have been high government officials, wearing long white robes, several even wore black top hats and each was followed by a youngster holding an umbrella overhead for shade.

I was able to talk to some people from the Firestone Plantation and got a ride out to where the Grumman amphib was based (on the river at Harbel). It had a lot of power and our take-off run on the river was short and we climbed quickly. It was a fast trip up to Fish Lake and we circled over the compound before landing on the lake.

Back for a moment to the wildlife - one of our mechanics used to take his high-power rifle and go down the lake shooting at crocodiles. I should mention, that was one reason we never went swimming in the lake - that and barracuda! On one return to camp on foot he says he happened to turn around and was being followed by what he claimed was a baboon - and about 50 yards away. He stopped and took aim but the baboon went off into the bush.

The Medic bought from the natives two little leopard cubs and kept them in a large cage outside the Infirmary. They were fun to play with - just like kittens but it wasn't long before they began to grow up and their claws were like needles and they enjoyed chewing on thumbs and fingers.

On one occasion a procession of natives came into camp carrying between them a pigmy hippopotamus. It, too, was cute but what would anyone do with a pigmy hippo? So their offer was refused and they trooped off into the jungle with the poor little guy slung between them on poles.

I had been transferred from Natal to Fisherman's Lake as Airport Traffic Manager in June 1942. It was an interesting assignment with many "challenges". Possibly the most difficult was the weather. Half the time I was there it was rainy season and half dry season, with an occasional unexpected thunder storm. Always there was the humidity and we were constantly fighting prickly heat rash. When it rained it rained in sheets the likes of which I've never seen anyplace else. The heavy downpours left an indelible impression and I can still hear the rain beating down on the roof of our living quarters, an almost unbelievable sound. The thatch roof terminals were fairly waterproof but it always seemed though where we were trying to finish typing a passenger manifest or complete a check-in - was directly under a new leaky place in the roof!

During the rainy season we sloshed around in boots and light-weight rain covers. Sun helmets were standard equipment even in the rain. Khakis were uniform attire.

I can also still hear the B314 captain as he crossed over our camp after taking off from the lake and making a climbing turn back out over the ocean, giving his final goodbye to us on his radio ... "Over the coast at 1000 feet. Switching to CW. Good night".

I can also remember the "greeting" from the black boy sent over from Operations or the Radio Room in the early morning to announce "Massah, airplane come". That meant we had to get up, get dressed and down to the jetty or to the Terminal quickly, or as the natives would say "one time".

One evening several of us walked out along the path by the lake to Tala, a native village several miles up the lake. There were perhaps a dozen native huts and a "general store" with an old juke box. Turned up full volume the natives were playing some oldies and dancing (?). It was very hot and very smelly so we didn't stay long.

When we first set up our facilities, there was a village adjacent to our compound where those who worked on the compound lived. One night one of the natives, who had stolen some aviation gasoline thinking it would work in their kerosene lamps - burned down the village. A new village was built. It was fun and interesting to go over there at night and watch and listen to their drum beats and dancing. It was right out of Broadway!

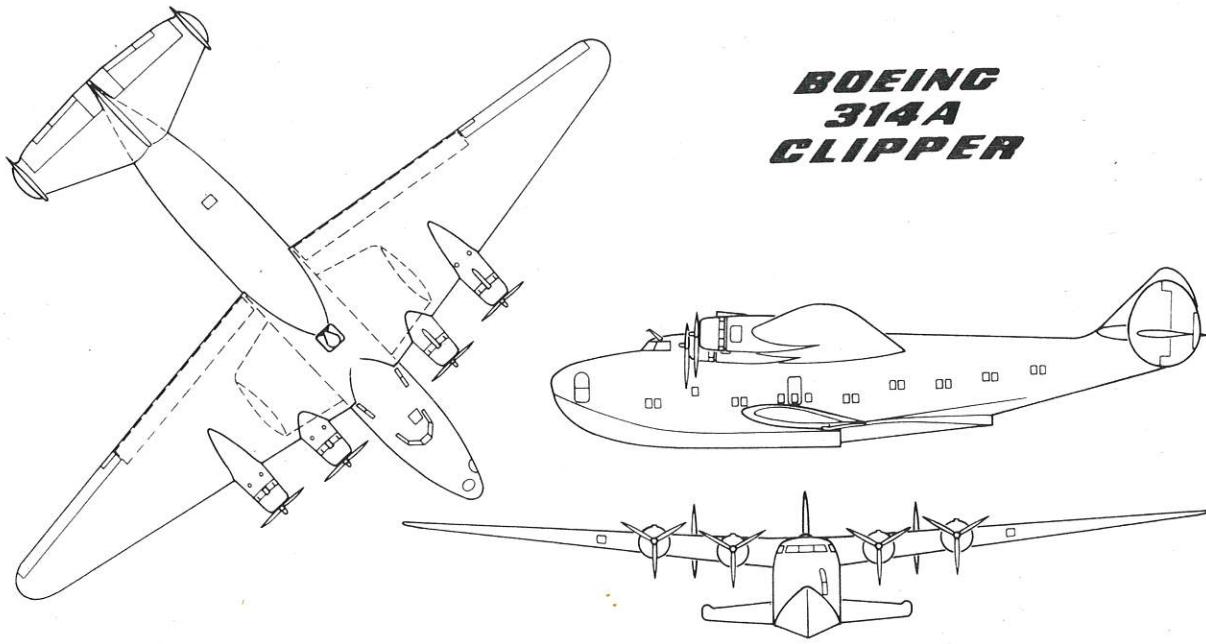
We never had any trouble with the natives and they were good workers - needing a bit of prodding occasionally but they were clean and loyal.

I left Fisherman's Lake in December of 1942, having obtained from Pan American Airways approval for a military leave of absence. I had a reserve commission in the Infantry Reserve and felt by then I should be on active duty. I ended up in the Air Transport Command for 3½ years, not as a pilot.

Although I had been at Fish Lake only six months, it had been a close association with some fine men. It was a moving farewell as they gathered on the dock to say goodbye - even some of the native boys were there, and our Number 6 house-boy. As we pulled away from the dock and headed out into the lake toward the Clipper, I watched the group waving from the dock. I felt reasonably certain I'd never again be back to Fish Lake but wondered how many of my friends I'd ever see again.

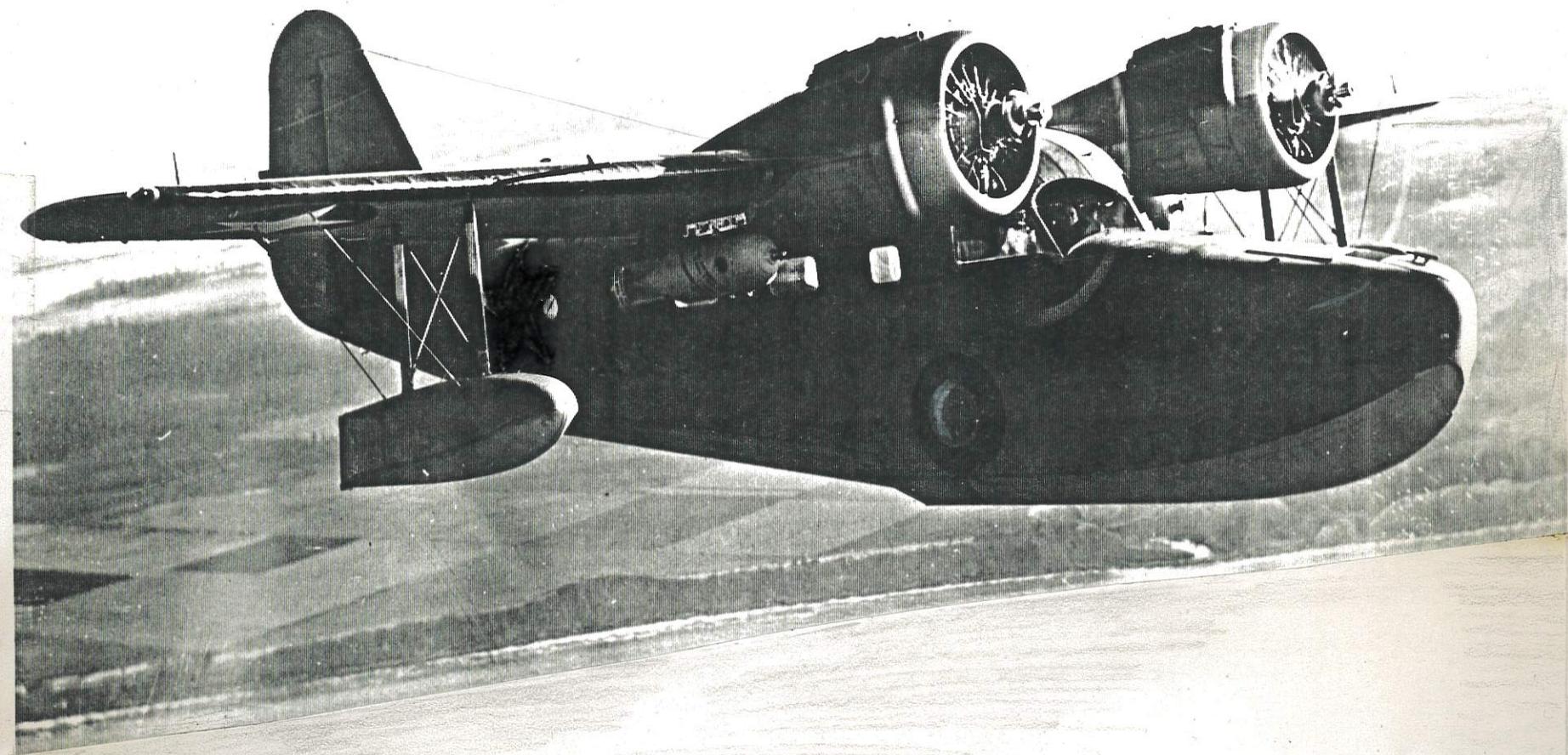
Two or three I did see in later years but now as I write this (50 years later) I believe most are gone. I have fond memories of my short tour at Fisherman's Lake!

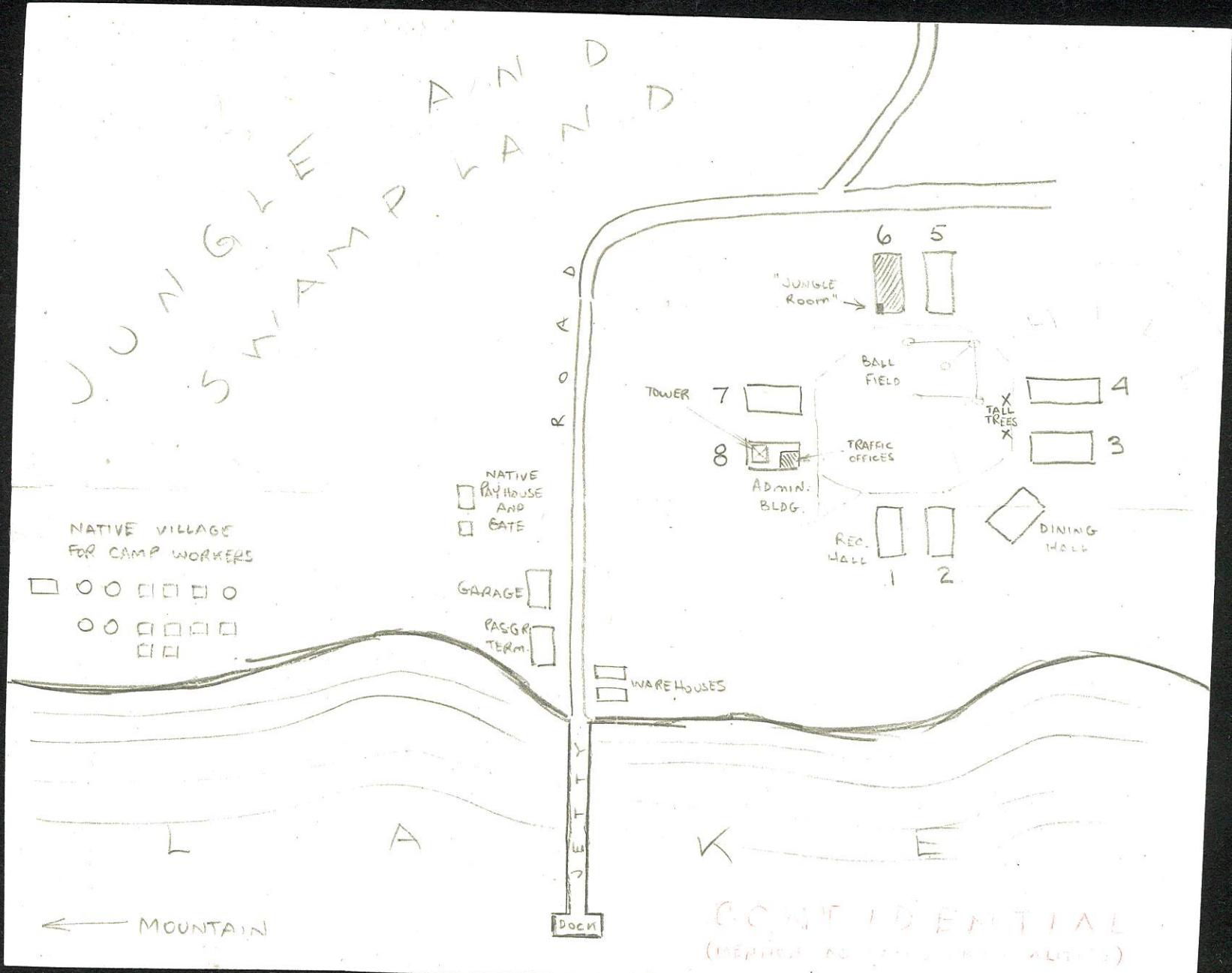
I retired from Pan American in April 1977. Forty years with a great airline which did much for the airline industry and for the United States.



Wing Span	152 ft
Length	106 ft
Gross Weight	84,000 lbs
Nbr Passengers	74 maximum 10 long range
Cruising Speed	150 mph
Range	2500 miles
Ceiling	19,000 ft







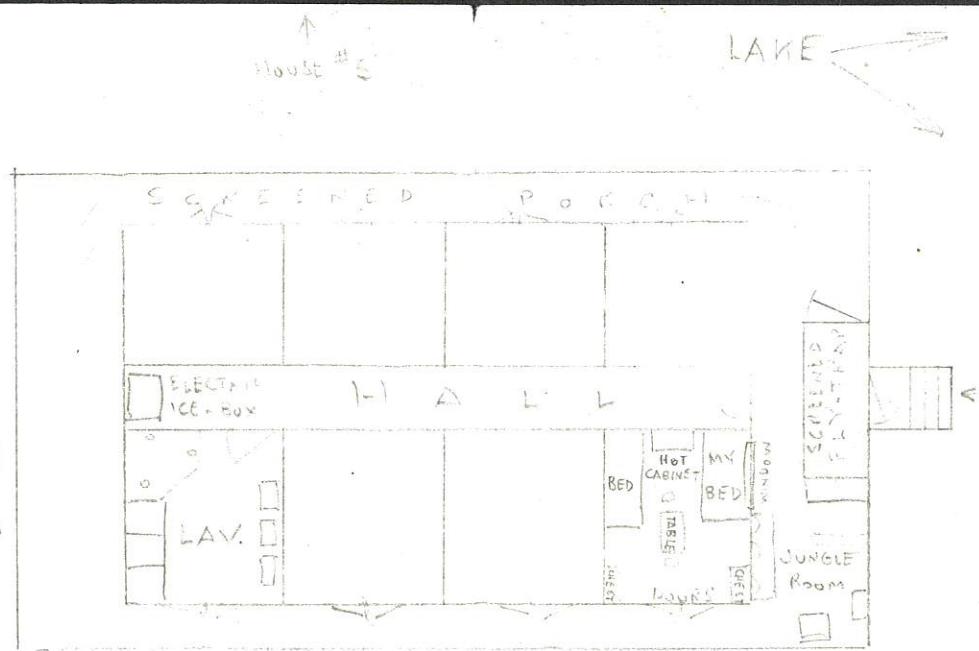
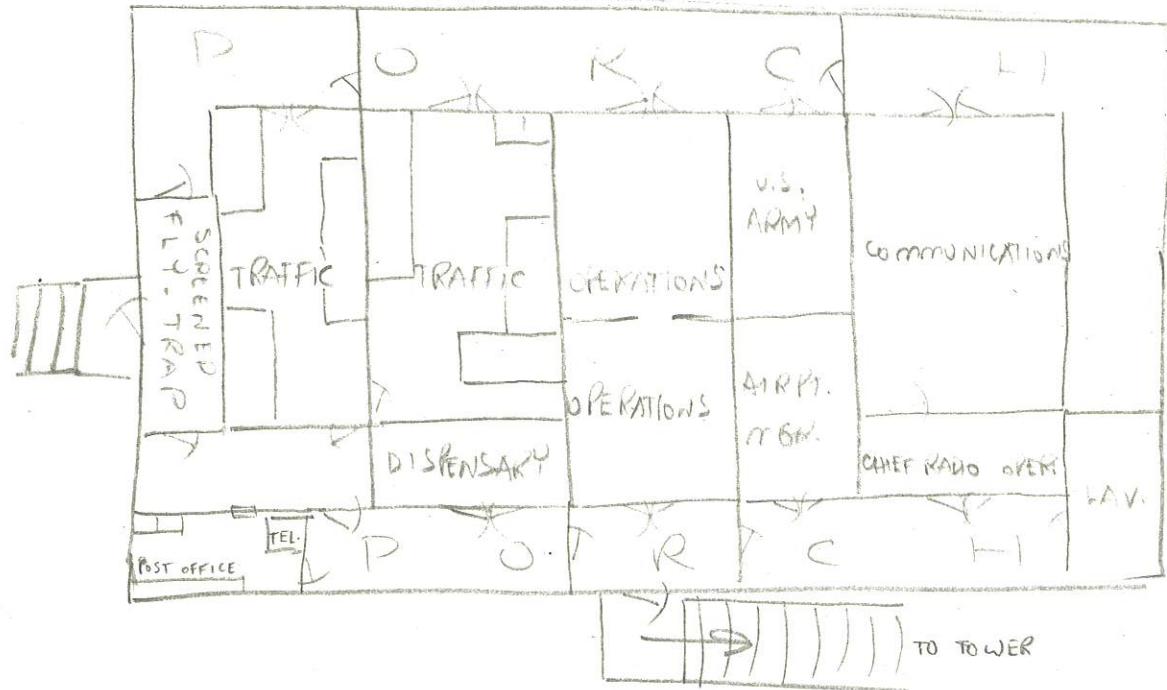
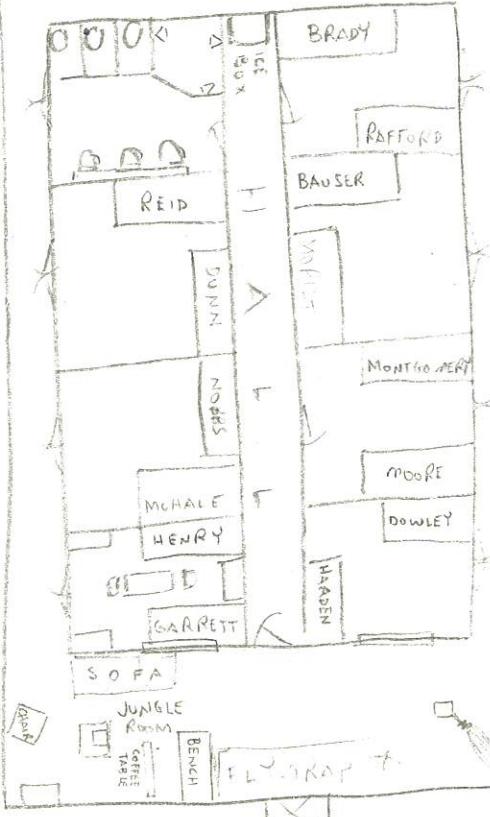


DIAGRAM OF HOUSE #6.  
(Accommodation 1A)

AMERICA'S MERCHANT MARINE OF THE AIR  
PASSENGER • EXPRESS • MAIL SERVICES

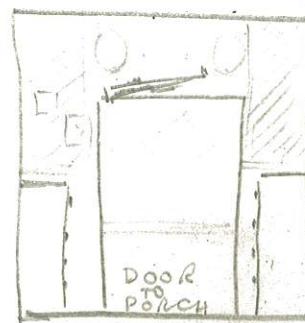
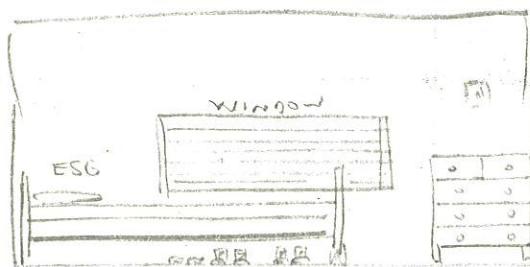
UNITED STATES • BERMUDA • EUROPE • WEST INDIES • MEXICO • ALASKA  
CENTRAL & SOUTH AMERICA • HAWAII • AUSTRALASIA • PHILIPPINES • CHINA

# PAN AMERICAN AIRWAYS SYSTEM



AMERICA'S MERCHANT MARINE OF THE AIR  
PASSENGER • EXPRESS • MAIL SERVICES

UNITED STATES • BERMUDA • EUROPE • WEST INDIES • MEXICO • ALASKA  
CENTRAL & SOUTH AMERICA • HAWAII • AUSTRALASIA • PHILIPPINES • CHINA



1

View from near end of jetty. Passenger Terminal on left. Natives manhandling large crate which came in on B314 from Natal. Cargo Storage Building and Maintenance Warehouse in left center. Boats are typical native "whaleboats" used to haul supplies and cargo down the lake from Robertsport. In background are various buildings on compound.

2

Looking out along entire length of jetty toward dock at end.

3

Bringing crates in for storage in Cargo Building.

1



2



3



4

Passenger  
Terminal

Garage

Adminstr  
Bldg &  
Control  
Tower

#7

Native  
Pay-House  
and Gate

#6

#5

5

Corner of  
#7

#6

#5

The "Tall  
Trees"

#4

#3

Dining  
Hall

Taken from Control Tower looking up the hill

④



⑤



⑥

The jetty

⑦

Passenger Terminal

⑧ ⑨

Passenger Terminal and Garage

Late afternoon. A B314 is about  
to cast off from the buoy and  
taxi out for take-off to Natal



(6)



(7)



(8)



(9)



10

Passenger Terminal

11

Passenger Terminal and Garage

12

From window in Passenger Terminal  
looking out toward Adminstr Bldg

(10)



(11)



(12)



- 13 Native whaleboats alongside our jetty.
- 14 Whaleboats - when no wind and not using sails, natives man the oars (this is up near Robertsport)
- 15 Cape Mount with Robertsport along slope on right.
- 16 B314 passes over our compound.

(13)



(14)



(15)



(16)



17

18

Before the compound was "cleaned up"

19

Adminstration Bldg Control Tower & #7



Looking across compound from #6 toward lake

20 House #2 Recreation Admin Bldg #7  
Hall Tower

21 House #6 #5 #4 #3

20



21



22

#4

#3

Dining  
Hall

Rec  
Bldg

23

"The Trees"

24

Karl Lueder

25

Dining  
Hall

#2

Jetty

Rec  
Bldg

(22)



(23)



(24)



(25)



26 27  
28

The new Dining Hall

26



27



28



29

Laying out the softball diamond

30

Big game in progress

31

Gordie Hardin ready to hit one while  
Dan Dunn gives some advice.

32

On the left, Pee Wee Johnson and Gene McHale



(33)

#6

#5

(34)

From our porch (#6) looking up hill  
to #4 and #3

(35)

Bill Morrison, Port Steward

(36)

Theresa Sherman, Belle of the Compound.  
She was in charge of the laundry and  
"educated" the boys on the techniques  
of keeping the quarters clean.



37

My quarters (#6) before completion. My room was on front left corner which I shared with Chuck Henry.

38

#6 and #5. Jack Reid in background and Gene McHale on right.

39

My room - first on right

40

Looking down the porch toward my room and at the end - The Jungle Room



41

The Jungle Room. Blinds on right are to my room.

42

Me doing some painting while 2 loafers watch!

41



42



43

44

The Jungle Room. Brass plaque at left is from  
insurance building in Natal.

43



44



45

Gordie Hardin gets a haircut by two experts, Cec Moore (left) and Bob Dowley (right). Our native chef was also the barber, when he hadn't had too much "cane juice"! Most of us cut each other's hair and there were some weird hair-dos!

46

Our rolling stock. Both came over from the States by freighter. The station wagon came first and was a welcome addition but the bus was the crowning event! That's me looking in at the engine. Fortunately our mechanics were able to keep these vehicles in running shape.

47

48

Two shots of me.



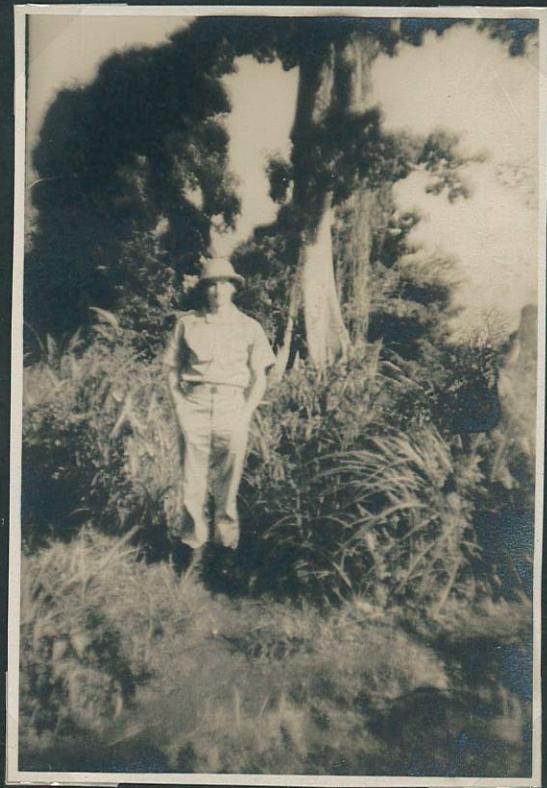
45



46



47



48

49

Road out to Benson. There were several individual native huts along the way and also a rather large village called "Halftown".

50

Station wagon coming in from Benson.

51

Building a bridge on the road to Benson.

52

Natives having a big palaver about something.



49



50



51



52

**52** Standing in the center of Halftown.

**53** Sloshing down the road to Benson in the rain.

**54** Along the Benson Road

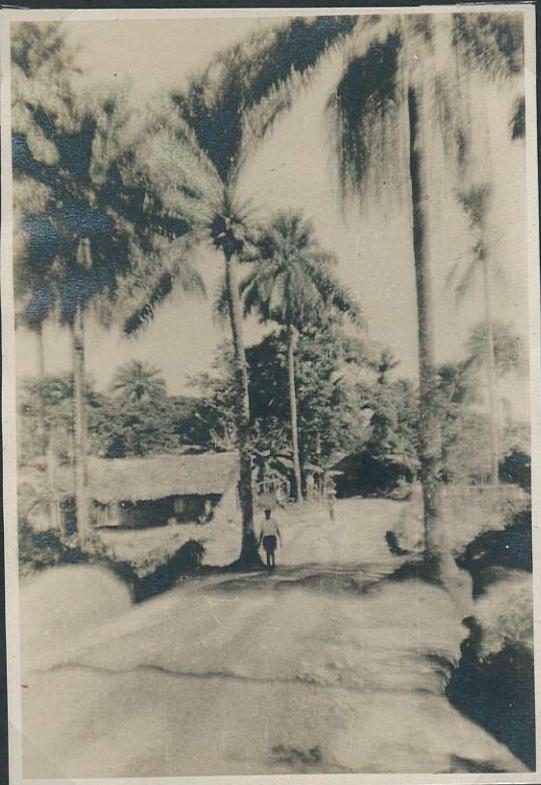
**55** Natives carrying thatch for their roofs.



52



53



54



55

56

Posing in her finery.

57

One of the Dining Hall waiters, Froggie,  
does a jig for his friends.

58

A bashful maiden and she should be.

59

No shoes either.

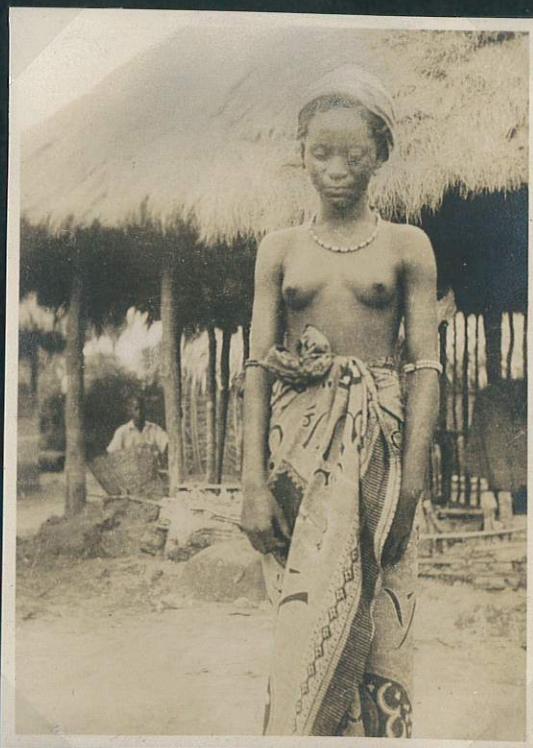
56



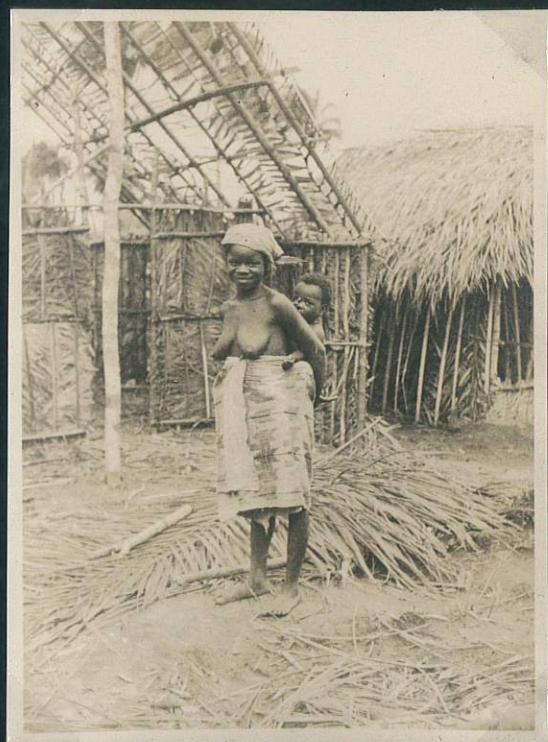
57



58



59



- 60 An elevated chicken-house!
- 61 Grinding cassada root.
- 62 Natives bathing in stream.
- 63 A portion of the finished road to Benson.  
Not all of it was this luxurios!

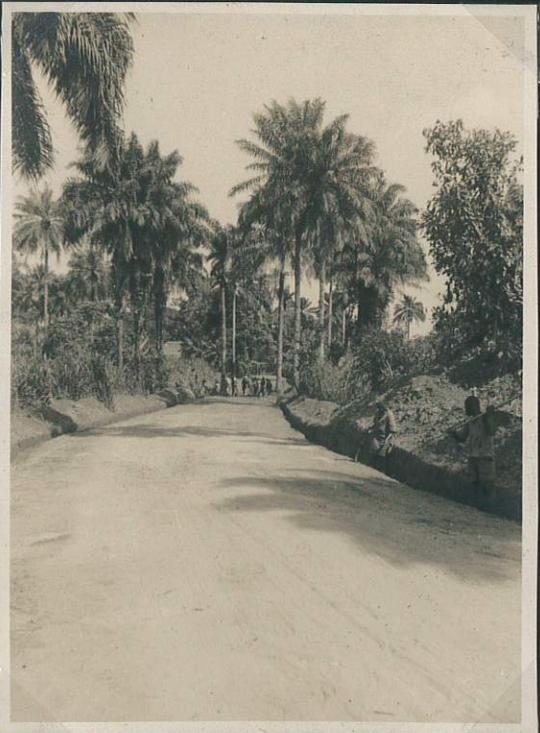
(60)



(61)



(63)



(62)



- 64 Building the new village for the native workers.
- 65 Varni, our House #6 boy, and his #1 wife.  
Standing in front of their partially  
finished new house.
- 66 Varni's #1 wife.
- 67 Varni. Thatch and "ant cement" will be  
patted into the walls as the final step.

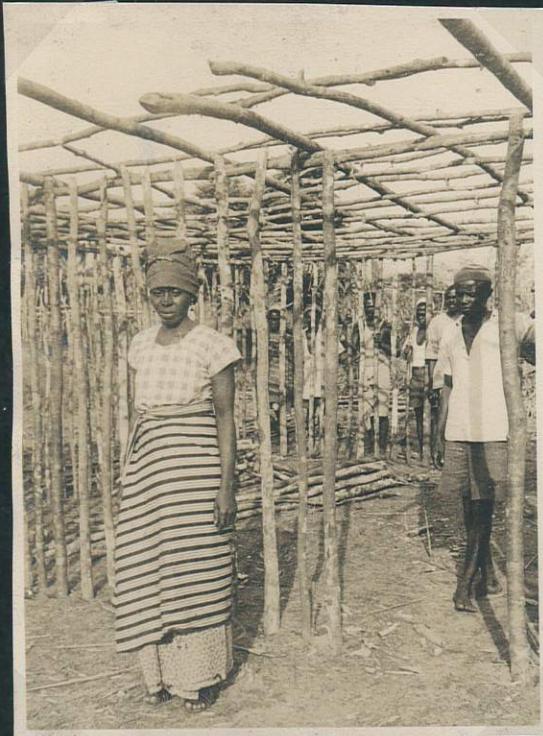
64



65



66



67



- 68 Clearing an area for the runway at Benson Field.
- 69 C47 just in from Roberts Field (Monrovia) and Accra, with a load of crude rubber.
- 70 Passenger Terminal and warehouses at Benson.
- 71 Hauling bales of rubber from the C47. They'll be taken in to the Fish Lake compound for shipment to Natal and the States on a B314.



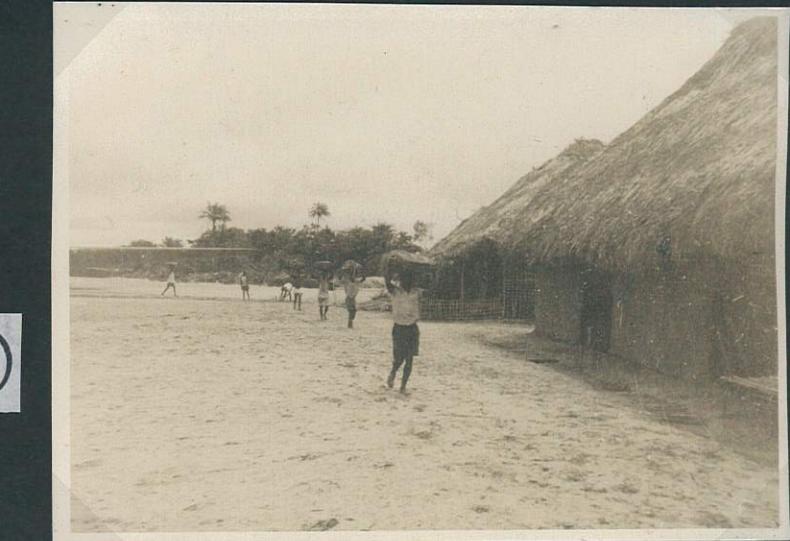
68



69



70



71

72

The same C47, now loaded with passengers and cargo for Accra, takes off on a quick turn-around.

73

A C47 warms up for the trip back to Accra.

74

I took this from a C47 as we approached Benson which is barely visible as a light strip in the middle center. The compound is in the left background. Fish Lake is near top and Robertsport off to right near top. As usual it was raining.

72



73



74



75

Looking down over a portion of Robertsport. Believe house in right foreground is the Mission, or perhaps this was taken from the Mission.

75





C47

2100 A.M.

Softball was a great form of unwinding and getting some exercise.

Everyone at Fish Lake had a sense of humor (you had to have!) and each was able to cope with whatever came along. To keep a spirit of comradery alive, House #6 challenged the other houses to a softball tourney. Hence the July 30 "challenge" which was answered by House #2 (which was the quarters for the Station Manager, Port Steward and several others of the "elite"). In their reply of August 2nd they called themselves the "Champs" but we called them the "Stumble Bums".

I wrote these phoney radio messages and posted them on the Bulletin Board by the entrance to the Dining Hall. Note on the ones from Connie Mack and Juan T. Trippe, someone wrote "IF BALONEY WAS MUSIC, HOUSE #6 WOULD BE RENAMED CARNEGIE HALL"

I don't recall who won the games but it was a lot of fun.



**PAN AMERICAN AIRWAYS SYSTEM**

ATLANTIC DIVISION, LA GUARDIA FIELD, JACKSON HEIGHTS, NEW YORK

Fisherman's Lake  
July 30, 1942  
Filed 1900

**CHALLENGE! ! !**

In order to quicken the pulse of our " life-line to the East " the "Chigger-Diggers" of House Six do hereby signify their intention of licking any and all in a game of soft-ball.

With a favorable wind and low tide we will meet any legitimate combination of departments or houses. Attempts to ~~mix~~ organizations or houses so that "Masher" Morrison and C. Ruegg can be on the same team will not be tolerated. Houseboys and head-men cannot be in the line-up.

The time and place will be determined by popular consent.

The following line-up has been designated to meet on the field of battle:

Gruesome-Gordie Harden, short-stop  
Shanks Dowley, second short-stop  
Crusher Colcord, catcher  
Dasher Dunn, sack number one  
Nimble Nobby, sack number two  
Gentleman Gene McHale, pitcher  
Jack the Ripper Reid, right field  
Tiger Garrett, center field  
Hideous Henry, sack number three  
Muscles Montgomery, left field

The management also reserves the right to insert Mayhem Moore, Towser the Browser, Sparks Brady into the line-up.

RODGER

NOTICE

THE CHAMPS FROM HOUSE # 2 ISSUE A CHALLENGE :

CHALLENGE # Ball Game to be played 3:30 today Aug. 2nd

Knowing that #6 house will be unable to field a team because of injuries received during recent contest(or was it), we will play any group, collection, or team that can be assembled at time stated, we will even allow that well known ringer Moore,captain of the Panair 13 to play with the opposing team. Our only restriction is that under no circumstances will we allow the opposition to whitewash Mussa the radio man so that he resembles Pee Wee, the Princeton flash.

Stakes- We feel that we need some incentive to drive in all the runs that we undoubtably will so we figure two cases of Trommers White Label will somewhat repay us for running around the bases all day.

The Champs

NOTICE

FLASH ! ! !

WORLDWIDE NEWS SERVICE. FISHLAKE JULY 31.....THIS AFTERNOON MARKED THE OPENING OF THE LIBERIAN BASEBALL SEASON WITH THE HARD-HITTING CHIGGER-DIGGERS OF NUMBER SIX FACING THE FUMBLING AMATEURS OF NUMBER TWO.....THE GAME WAS MARKED THROUGHOUT BY THE SPECTACULAR PLAYING OF THE NUMBER SIX MEN AND BY THE WEAK HITTING AND SLOW RUNNING OF THE NUMBER TWO TEAM.....AT THE CLOSE OF THE GAME THE CROWD OF CLOSE TO FOUR THOUSAND ROSE TO THEIR FEET TO HISS AND BOO THE FINAL OUTCOME OF NUMBER TWO 14 RUNS NUMBER SIX 13 RUNS AS THERE WAS AN ENDLESS SERIES OF QUESTIONABLE RUNS.....IF THE GAME HAD BEEN PROPERLY UMPIRED THERE WOULD HAVE BEEN NO DOUBT AS TO WHO THE WINNERS WOULD BE..... IN ALL MY YEARS AS A SPORTSWRITER I HAVE NEVER SEEN SUCH UNSPORTSMANLIKE PLAYING AS THAT EXIBITED BY THE NUMBER TWO TEAM..... I AM REQUESTING THAT JUDGE KENESAW MOUNTAIN LANDIS CALL FOR ANOTHER GAME TO DECIDE THE TRUE WINNERS.....THE NUMBER SIX TEAM I AM SURE CAN KNOCK THE NUMBER TWOS OUT OF THE FIELD

GRANTLAND RICE

F L A S H

HQTRS AMERICAN BASEBALL ASSOC DETROIT MICH USA AUGUST SECOND  
BY RADIO FROM FISHERMANS LAKE LIBERIA QUOTE CHIGGER-DIGGERS  
OF HOUSE NUMBER SIX ACCEPT CHALLENGE OF STUMBLEBUMS OF HOUSE  
NUMBER TWO.....IN VIEW OF STRONG PUBLIC OPINION IN OPPOSITION  
TO PLAYING GAME WITHOUT UMPIRE IT WILL BE NECESSARY THAT ACCEPTABLE  
PERSON OF UPSTANDING CHARACTER BE APPOINTED AS SUCH THEREFORE  
SUGGEST LIEUT BARTH P WALKER TO UMPIRE GAME.....PLAYBALL TO  
BE CALLED AT 1530 GMT ON THE TALLAH DIAMOND.....IT IS REQUESTED  
THAT THE MEMBERS OF THE TEAM FROM NUMBER TWO TRY HARD TO ACT LIKE  
SPORTSMAN AND THAT THEY AGREE TO ACCEPT THE UMPIRES DECISIONS AS  
FINAL AND WITHOUT THE USUAL GROANS AND WHINES.....EVEN THOUGH  
NUMBER SIX PLAYS FOR THE SPORT OF THE GAME WE WILL AGREE TO THE  
PRIZE OF TWO CASES OF TROMMERS.....BESIDES WE LIKE BEER! END  
OF QUOTE.....THIS PROMISES TO BE THE GAME OF THE SEASON AND  
EVERYONE WHO ENTERS THE HUGE STADIUM WILL BE WELL REWARDED FOR THE  
ADMISSION PRICE PAID.....I KNOW THAT THE TRAFFIC DEPARTMENT IS  
THE ONLY ONE WHICH WORKS ON SUNDAY AND IT IS DOUBLY FINE THEREFORE  
THAT THEY SHOULD GIVE UP THEIR TIME AND EFFORT TO TROUNCE THE  
TEAM (?) OF NUMBER TWO.....HERES ONE HUNDRED DOLLARS THAT SAYS  
NUMBER SIX WINS BY AT LEAST TEN RUNS

GRANTLAND RICE

# RADIOGRAM

"Via U.S.L."

UNITED STATES-LIBERIA RADIO CORPORATION

RG583-9L AUG 1 1942 0712 VIA LISBON LONDON

CHIGGER DIGGERS PANAM FISHER LAKE LIBERTA WEST AFRICA

THUMBS UP STOP YOUR SPIRIT IS THE STUFF WE ADMIRE

WINSTON CHURCHILL  
PRIME MINISTER

# RADIOGRAM

"Via U.S.L."

UNITED STATES-LIBERIA RADIO CORPORATION

TSF5749-L AUG 2 1942 0845 WASHINGTON DC

QUARTERS NUMBER SIX PANAM AIRWAYS LIBERTA

MY FRIENDS I HATE WAR BUT I LIKE BASEBALL CONGRATULATIONS

FRANKLIN D ROOSEVELT  
PRESIDENT USA

# RADIOGRAM

"Via U.S.L."

UNITED STATES-LIBERIA RADIO CORPORATION

SRG5673-P AUG 1 1942 0545 VIA BOMBAY MELBOURNE  
NUMBER SIX PANAIR FSH

CONGRATULATIONS TO A FIGHTING TEAM

DOUGLAS A MACARTHUR  
GENERAL COMMDG

# RADIOGRAM

"Via U.S.L."

UNITED STATES-LIBERIA RADIO CORPORATION

XB463-L AUG 1 1942 0635 WASHINGTON DC USA  
HOUSE NUMBER SIX PAN AMERICAN AIRWAYS FISHERMANS LAKE LIBERIA

WELL DONE STOP NAVY E PENNANT TO YOU

FRANK KNOX  
SECTY US NAVY

# RADIOGRAM

"Via U.S.L."

UNITED STATES-LIBERIA RADIO CORPORATION

YRUG5723-0 AUG 1 1942 0730 PHILADELPHIA

CHIGGER DIGGERS BALLTEAM PAN AMERICAN FISHERMANS LAKE LIBERTA

WISH I COULD BE THERE TO SEE YOUR SUPERR PLAYING STOP GOOD LUCK

CONNIE MACK

# RADIOGRAM

"Via U.S.L."

UNITED STATES-LIBERIA RADIO CORPORATION

TJG8859-K AUG 2 1942 0835 NEW YORK NY

CHIGGER DIGGERS PANAIR FSH

QUIT THE HORSEPLAY AND GET BACK TO WORK EXCLAMATION MARK

JUAN T TRIPPE  
PRESIDENT PAA

F L A S H

NEW YORK AUGUST 2 (AP).....MY OLD FRIEND GRANTLAND RICE HAS ASKED ME TO REPORT THE OUTCOME OF TODAYS GAME FROM FISHLAKE AS HE WAS PROSTRATED WHEN HE LEARNED OF THE MANY SHADY PLAYS WHICH TOOK PLACE INTHE GAME.....FROM THE FIRST BALL UNTIL THE END OF THE SEVENTH THE STUMBLE-BUMS WERE CONSPICUOUS WITH THEIR VIOLATIONS OF THE RULES OF THE GAME .....THE MOST OUTSTANDING PART WAS THE UTTERLY FOWL UMPIRING OF THE PITCHED BALLS AND BASE PLAYS.....I AM ASKING JUDGE KENESAW LANDIS TO ELIMINATE THAT MAN FROM THE PROFESSION.... THE FIRST GAME OF THE SERIES WENT TO NINE INNINGS BUT TODAYS GAME ENDED AT THE SEVENTH.....AN UNFAIR DEAL IF EVER I HEARD OF ONE.....IF THATS THE CASE THEN NUMBER SIX WON THE FIRST GAME AT THE END OF THE SEVENTH.....THIS MATCH SHOULD BE DECIDED ONCE AND FOR ALL BY A THIRD GAME.....OR..... IF THE NUMBER TWO CHUMPS CAN STAND IT....A BEST OUT OF FIVE GAMES SERIES.....I AM IN FAVOR OF CLEAN SPORTSMANSHIP AND MUST ADMIT THAT THE NUMBER SIX TEAM FAR OUTPLAYS THE STUMBLE-BUMS WHEN IT COMES TO CLEANCUT PLAYING AND PRECISION TEAMWORK.....FLASH.....I HAVE JUST BEEN HANDED A RADIogram FROM THE LIBERIAN RADIO CORP QUOTE CHIGGER-DIGGERS REQUEST THAT STUMBLE-BUMS MEET THEM AGAIN TO DECIDE THE FAIR AND RIGHTFUL OUTCOME OF THE SERIES UNQUOTE.....IF THE NUMBER ~~7~~ TEAM IS MADE UP OF MEN REPEAT MEN THEN THEY WILL ACCEPT THE CHALLENGE TO PLAY IT OUT WITH A REAL UMPIRE.....GRANTLAND RICE HAS JUST PHONED TO SAY THAT HE IS RETIRING FROM THE SPORTSWRITING GAME BECAUSE OF THE FOUL PLAYING OF THE STUMBLE-BUMS.....I WILL REPORT TO YOU AGAIN AFTER THE NEXT GAME

## PAN AMERICAN AIRWAYS AFRICA, LIMITED

CONFIDENTIAL

## SCHEDULES

WEST AFRICA - A.E. SUDAN - EGYPT - PALESTINE - IRAQ - IRAN - INDIA

GMT	GMT	GMT	Miles	Douglas DC-3 Equipment	GMT	GMT	GMT
Mo-Thu	Mo-Th				Mo-Th	Mo-Th	
Sa	Sa				Sa	Sa	
10:40	10:55	0	Lv. FISH.LAKE (Ben.Fd.)	Lib. Ar. 10:00	10:00	10:15	
# F	# F	80	ROBERTS FIELD, Liberia		# F	# F	
16:30	16:45	825	Ar. ACCRA, Gold Coast		Lv. 5:00	5:15	
Daily					Daily		
15:50	0	Lv. TAKORADI, Gold Coast		Ar. 14:50			
16:40	120	Ar. ACCRA, Gold Coast		Lv. 14:00			
Daily	Daily				Daily	Daily	
6:30	7:00	0	Lv. ACCRA, Gold Coast	* Ar. 11:45	12:15		
8:05	8:35	251	Ar. LAGOS, Nigeria	Lv. 10:10	10:40		
8:35	9:05		Lv. LAGOS, Nigeria	% Ar. 9:40	10:10		
F	F	371	Lv. OSHOGBO, Nigeria	Lv. F	F		
F	F	651	Lv. KADUNA, Nigeria	Lv. F	F		
11:50	12:20	774	*Ar. KANO, Nigeria	Lv. 6:30	7:00		
Daily	Xcept	We-Sa			We-Sa	Xcept	Daily
	We-Sa				We-Sa		
5:30	5:00	5:00	Lv. MAIDUGURI, Nigeria	% Ar. 14:00	13:40	14:10	
		5:55	1216 Ar. FORT LAMY, Fr.Eq.Afr.	Lv. 13:10			
		6:10	Lv. FORT LAMY, Fr.Eq.Afr.	Ar. 12:55			
		9:20	1722 Ar. EL GENEINA, A.E.Sudan	Lv. 9:55			
		9:35	Lv. EL GENEINA, A.E.Sudan	Ar. 9:40			
11:00	10:30	10:50	1917 *Ar. EL FASHER, A.E.Sudan	Lv. 8:25	8:25	8:55	
12:00	11:30	11:50	Lv. EL FASHER, A.E.Sudan	% Ar. 7:55	7:55	8:25	
		F	2248 Lv. EL OBEID, A.E.Sudan	Lv. F			
15:10	14:40	15:00	2477 Ar. KHARTOUM, A.E.Sudan	Lv. 5:00	5:00	5:30	
Daily	Mo-Th				Mo-We	Daily	
	Sa					Fr	
6:00	7:00		Lv. KHARTOUM, A.E.Sudan	Ar. 12:40	12:10		
	F		Lv. WADI HALFA, A.E.Sudan	Lv. F			
12:10	13:10	3468	Ar. CAIRO, Egypt	Lv. 6:30	6:00		
SuTuFr					SuTuTh		
4:00	0	Lv. CAIRO, Egypt		Ar. 10:05			
8:40	765	Ar. HABBANIYEH, Iraq		Lv. # 5:25			
9:10		Lv. HABBANIYEH, Iraq		Ar. 4:55			
11:05	1079	Ar. BASRA, Iraq		Lv. 3:00			
MoWeSa					MoWeSa		
3:00		Lv. BASRA, Iraq		Ar. 10:45			
5:45	1523	Ar. TEHRAN, Iran		Lv. 8:00			

% Light Refreshments

# Meal Aloft

F Flag Stop

\* Meal Stop

All hours indicated in schedules are GMT. All schedules and routes shown are subject to change without notice. For use of Pan American Airways personnel only.

THIS PAGE ISSUED TO SHOW:

1) Discontinuance of Bathurst-Freetown Service  
2) Discontinuance of Freetown-Accra Service

(See Reverse Side for Notes)

Approved for  
Dispatch  
PAA

PAA

PAA

NOTES:

- 1) Passengers destined to either Freetown or Bathurst will be required to make their own arrangements with the R.A.F. for travel on the above flights. Tickets will not be issued in the future to Freetown or Bathurst.
- 2) For your further information, it is anticipated that the Royal Air Force will operate a service in accordance with the following schedule:

Lagos-Freetown.....Wednesdays and Sundays  
Freetown-Bathurst-Freetown...Thursdays and Mondays  
Freetown-Lagos.....Fridays and Tuesdays

- 3) Accra-Fisherman's Lake (Benson Field) Service (MoThSa) is changed when necessary to make connections with Clipper between Monrovia-Natal.
- 4) There is a once monthly service between Roberts Field, Sino and Harper (Liberian coastal towns southeast of Monrovia).
- 5) Service east of Khartoum is operated on a charter basis as required.
- 6) When aircraft are forced to overnight at Luxor (Khartoum-Cairo service) and Lydda (Cairo-Basra service) charges for hotels and meals must be paid by all passengers, except Company employees.

Issued September 16, 1942

Issued by: V.E. CHENEA, Vice Pres.  
& Gen. Traffic Mgr. and Agent, 135  
East 42nd Street, New York, N.Y.EFFECTIVE  
IMMEDIATELY

## CIRCULAR



DISTRIBUTION

ATLANTIC DIVISION

 20.352  
 Dec. 2, 1941  
 Operations  
 Page 1.

W

RETURN TO GARRET

## FLIGHT INSTRUCTIONS - OPERATIONS

## ROUTE INSTRUCTIONS

South Atlantic Flight Schedule

STD. FORM A9-10

Captains will be governed by the following schedule for the South Atlantic service insofar as practicable. The schedule will commence on the day specified or, in the case of a delay, on the first day thereafter which weather and other conditions will permit. Advance notice will be given by the Operations Manager to all concerned regarding off-schedule departures. This schedule may be changed by the Captain only in the interest of safe operations. This schedule is effective December 6, 1941.

## SCHEDULE

DAY	L.Z.T.	G.C.T.		G.C.T.	L.Z.T.	DAY
1st	6:00 A.M.	1100	Lv. North Beach	Ar. 1505	10:05 A.M.	12th
1st	5:20 P.M.	2120	Ar. San Juan	Lv. 0330	11:30 P.M.	11th
1st	7:00 P.M.	2300	Lv. San Juan	Ar. 0110	9:10 P.M.	11th
1st	11:30 P.M.	0330	Ar. Port of Spain	Lv. 2100	5:00 P.M.	11th
2nd	8:00 P.M.	0000	Lv. Port of Spain	Ar. 0135	9:35 P.M.	10th
3rd	5:45 A.M.	0845	Ar. Belem	Lv. 1730	2:30 P.M.	10th
3rd	7:00 A.M.	1000	Lv. Belem	Ar. 1600	1:00 P.M.	10th
3rd	2:30 P.M.	1730	Ar. Natal	Lv. 1000	7:00 A.M.	10th
3rd	4:00 P.M.	1900	Lv. Natal	Ar. 0825	5:25 A.M.	10th
4th	6:00 A.M.	0700	Ar. Bathurst	Lv. 1930	6:30 P.M.	9th
5th	2:30 A.M.	0330	Lv. Bathurst	Ar. 1800	5:00 P.M.	8th
5th	4:00 P.M.	1600	Ar. Lagos	Lv. 0530	5:30 A.M.	8th
6th	4:00 A.M.	0400	Lv. Lagos	Ar. 1415	2:15 P.M.	7th
6th	2:45 P.M.	1345	Ar. Leopoldville	Lv. 0500	6:00 A.M.	7th

Trips will be scheduled on the 6th and 21st of each month.

The Operations Manager will assign a crew for each trip.

All flights shall be conducted according to the Rules and Regulations for Large Flying Boats, Pan American Airways System rules and regulations (circulars), and the Operations and Maintenance Handbooks for the type of aircraft being operated.

Only such mail, passengers, and express as are authorized by law and properly documented shall be carried. The total number of persons on board (passengers and crew) shall never exceed the number of seats available, and the gross weight shall never exceed that specified as the maximum allowable for the particular type of aircraft.

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Meteorological information will be made available to the Captain at each airport by the Division Meteorologist, insofar as practicable, except for that portion of the route which lies within the Eastern Division where such information will be furnished by the Eastern Division Meteorological Dept. Where, because of existing conditions, it is not possible to transmit such information to the aircraft, Captains will be governed by the basic forecast for the route supplied to the Captain prior to departure from North Beach. Such conditions may exist for certain of the African legs of the route. In addition, the Captain is also authorized to consult local Weather Bureau officials and aerologists at his discretion. No departures will be made for any terminal, except those terminals at which night landings are authorized, unless the flight time analysis indicates that the arrival will be before sunset.

Instructions governing minimum fuel requirements are the subject of Circular 18.351.

Crew members will report in at the Airport Office one hour before scheduled departure time, and they will thereafter check ship's equipment and make preparations for departure.

*R. E. LaPorte*  
R. E. LaPorte  
Operations Manager  
Atlantic Division

HRC:vj:ms

REGISTRATION LOADS ORIGINATING AT FISHERMANS LAKE

B314s

	NO. OF PLANES	PASGRS CARRIED	KILOS OF EXPRESS *	KILOS OF MAIL *	AVERAGE ACL	AVERAGE CL	TOTAL ACL AVAILABLE	TOTAL CL USED	LOAD FACTOR
MAY	11	42	0	0	4601	2961	50,611	32,568	64%
JUNE	15	141	18,698	864	5221	3560	78,303	53,400	68%
JULY	29	337	6,925	1,433	5364	1830	155,560	53,077	35%
AUGUST	29	302	35,905	1,123	5112	2663	148,230	77,229	53%
SEPTEMBER	25	410	87,308	1,927	5727	5518	143,166	137,957	96%
OCTOBER	32	389	114,699	1,742	5620	5359	179,845	171,487	96%
NOVEMBER	32	324	105,039	1,454	5977	5317	172,053	170,126	98.9%

\* FIGURES DO NOT INCLUDE COMPANY EXPRESS NOR COMPANY MAIL

ALL FIGURES INDICATE LOADS PUT ON AT FSH ONLY WITH EXCEPTION OF  
ACL AND CL FIGURES IN WHICH THE TRANSIT LOAD MUST BE COMPUTED  
WITH THE ALLOWABLE CABIN LOAD (ACL) AND CABIN LOAD (CL) USED

TOTALS MAY THROUGH SEPT OCT NOV

NO. OF PLANES	109	141	173
PASSENGERS CARRIED	1,232	1,621	1,945
KILOS OF PAID EXPRESS	148,836	263,535	368,574
KILOS OF MAIL	5,347	7,089	8,543
TOTAL ACL AVAILABLE	575,870	755,715	927,768
TOTAL CL USED	354,231	525,718	695,844
AVERAGE LOAD FACTOR	62%	70%	73%
BALES OF RUBBER CARRIED	1387 @ 71,779	3294 @ 169,036	5238 @ 268,180
DRUMS OF SEED CARRIED	347 @ 19,157		
CASES OF MICA CARRIED	865 @ 44,683	1042 @ 53,554	

BALES OF RUBBER CARRIED MAY THROUGH SEPT 1387 @ 71,779  
 BALES OF RUBBER CARRIED IN OCTOBER 1907 @ 97,257  
 BALES OF RUBBER CARRIED IN NOVEMBER 1944 @ 99,144  
 EACH BALE OF RUBBER WEIGHS 51 KILOS

E. SPENCER GARRETT

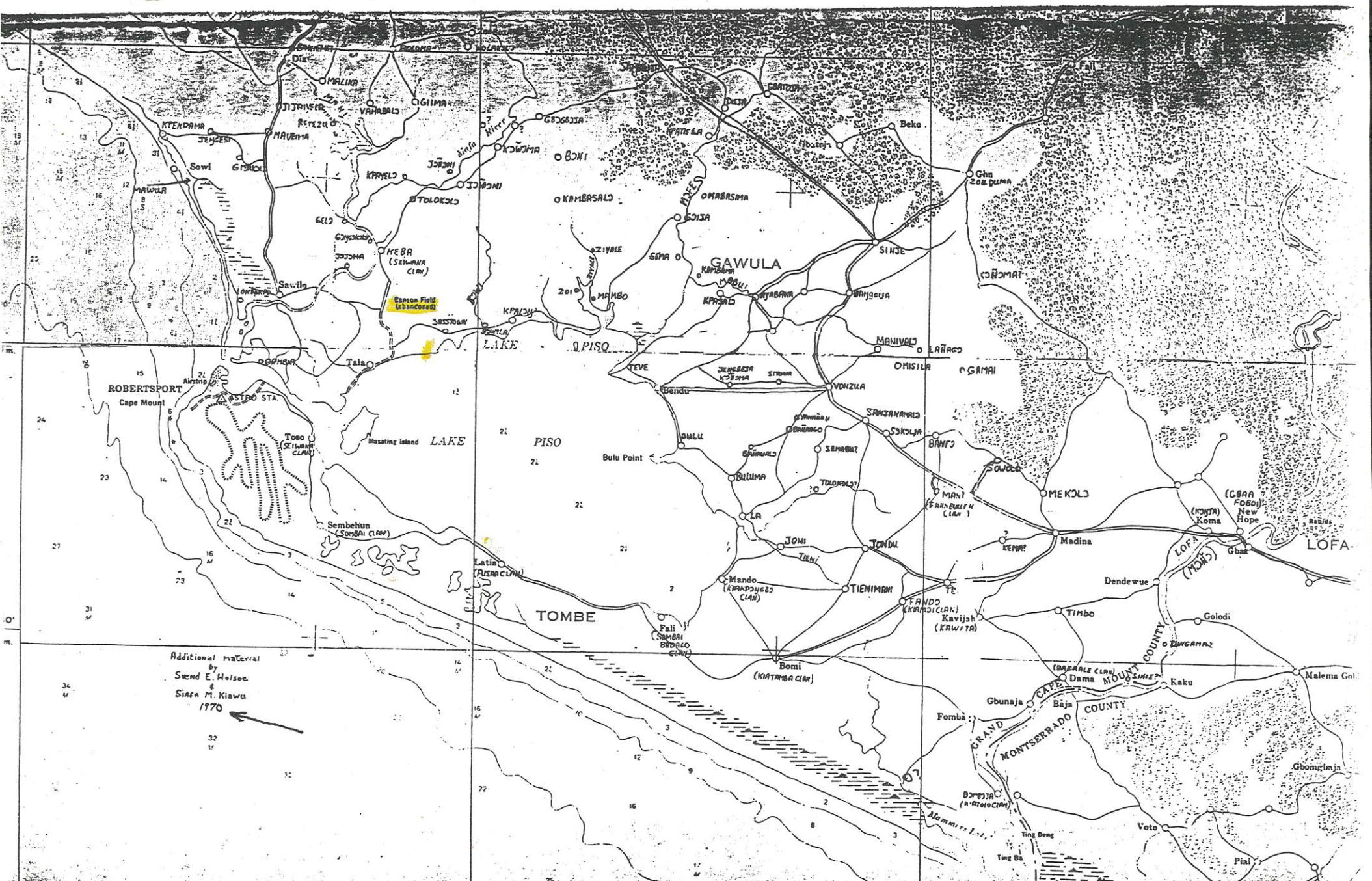
## EASTBOUND LOADS ORIGINATING AT BENSON FIELD

	NO. OF PLANES	PSGRS CARRIED	KILOS OF EXPRESS *	KILOS OF MAIL *	COMPANY CARGO	TOTAL CL USED
JUNE	15	138	14,349	1,504	714	32,673
JULY	55	385	74,468	2,679	1,921	132,892
AUGUST	53	381	78,302	991	5,654	131,360
SEPTEMBER	50	381	79,392	6,312	5,727	129,726
OCTOBER	47	536	53,165	6,482	5,083	118,587
TOTAL	220	1821	299,676	17,768	15,099	545,238

\* FIGURES DO NOT INCLUDE COMPANY EXPRESS OR COMPANY MAIL

DUE TO VARYING ALLOWABLE CABIN LOADS OUT OF BENSON FIELD  
BECAUSE OF WEATHER CONDITIONS OR WATER ON RUNWAY IT IS  
IMPOSSIBLE TO ACCURATELY COMPUTE A LOAD FACTOR. HOWEVER,  
ALL PLANES WERE LOADED TO THE ACTUAL ACL AND LOAD FACTORS  
WOULD THEREFORE BE IN THE NEIGHBORHOOD OF 85 TO 95%.

E. SPENCER GARRETT



# WWII: the air route across Africa to Cairo

The Postal History columns in Linn's for March 12, 1990, and June 11, 1990, discussed the establishment of the Western Hemisphere portion of the air route from the

## Postal History

By Richard B. Graham

United States, via South America, across Africa to Cairo and the Middle East.

Most of this route was established prior to the United States' entry into the war, and much of the initial U.S. participation was civilian. While U.S. APOs were es-

tablished in the Western Hemisphere portion of the route before Pearl Harbor, the African segment of the route was another matter.

Figure 1 shows a cover from a civilian representative of the Douglas Aircraft Co., with a return address of APO 617, Box 7, dated Dec. 16, 1942.

APO 617 is listed as having been opened in Africa at Gura, Eritrea, July 20, 1942, and closed Oct. 1, 1943. Because not many U.S. military personnel were yet on the air route across Africa, covers from the APOs on the route along the southern edge of the Sahara Desert and via Khartoum, Sudan, to Cairo or

the Middle East, can be quite interesting.

Some background to explain why such a route was established and operated seems desirable before explaining the Figure 1 cover.

The route across Africa stemmed originally from the German conquest of France, which immobilized the French Mediterranean fleet, and from Italy's entry into WWII. These events occurred in June 1940 and cut off British sea and air communications via the Mediterranean to the Suez Canal, and via the Red Sea to India and the Far East.

After the events of June 1940, the best sea route to the Middle East and to India that remained to the British was south around Africa's Cape of Good Hope.

England had had a very extensive prewar air network from the Mediterranean to the Middle East and Asia, as well as south to the tip of Africa, but the Cape air route also was cut off by the events of June 1940.

A flying boat route partially replaced the interrupted routes. It went to British Gambia and Sierra Leone and on across the African interior and Nigeria to Khartoum, Sudan, where it connected with the existing route from Cairo south to Durban on the southwest coast of South Africa.

When Italy entered the war, Italian-led forces at-

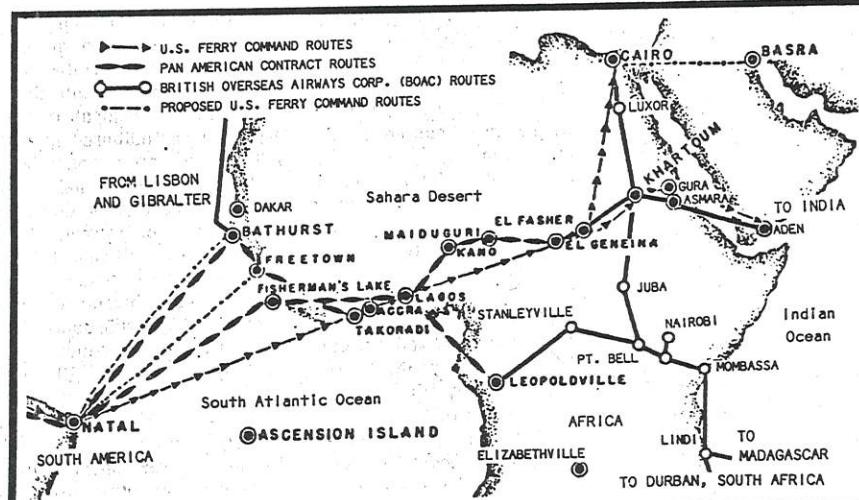


Figure 2. Map of the air route from South America across Africa to Cairo and the Middle East, showing routes as they existed in late 1941 or soon after their establishment.

tacked from Italian East Africa into Egypt and British Somaliland Protectorate to attempt to control the Suez Canal and the route through the Red Sea to India.

Italian East Africa was the amalgamation of the Italian colonies of Eritrea, Italian Somaliland and recently captured Ethiopia into one large administrative (and stamp-issuing) area.

In October 1940, Italy invaded Greece in a further attempt to control the Mediterranean region. By March 1941, however, British forces had driven the Italians out of Egypt and westward across Libya. By May, they also had captured Italian East Africa,

including the Italian naval base on the Red Sea at Massawa, Eritrea.

Greek forces also had driven the Italians out of Greece, and Germany had to send troops to both Greece and Africa to retrieve the situation for the Axis by rescuing the Italian drive to control Middle East oil production.

The air route that the British established across Africa supported campaigns in northeast Africa and the Middle East. By the end of April 1941, German troops reinforcing the Italians had driven Allied forces out of Greece. In May 1941, the Germans captured the Mediterranean island of Crete and

were well on their way to pushing the British eastward out of Libya.

The United States, already supporting England strongly in the Atlantic, had, with the Lend Lease legislation of March 1941, committed itself to supplying and delivering arms to the Allies. Britain and its allies China and Russia (after Hitler attacked Russia in June 1941) were to be the major beneficiaries of Lend Lease.

The air route across Africa immediately became a major factor in helping the British defend Egypt and for sending military planes and goods to Russia via the Middle East.

Several steps were taken to

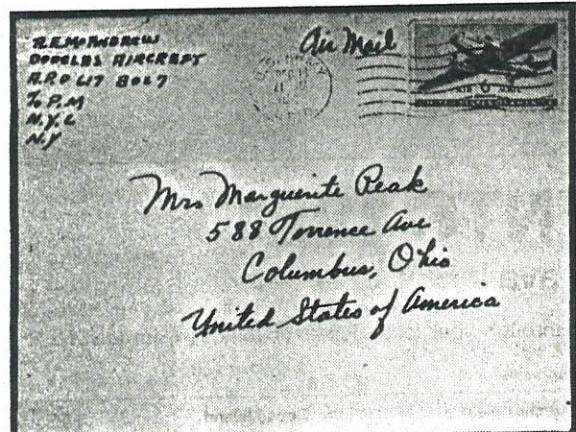


Figure 1. Cover sent at the 6¢ airmail rate from a civilian representative of the Douglas Aircraft Co. at Gura, Eritrea, December 1942, on the Allied air route across Africa. APO 617 was established at Gura in July 1942 but was moved to nearby Asmara, the capital of Eritrea, in October 1943.

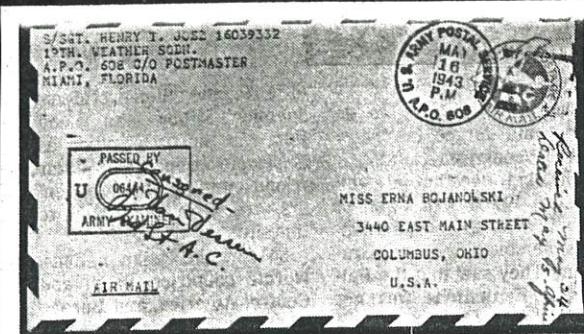


Figure 3. Cover from an Army Air Force weather unit at APO 608 at Khartoum, Sudan, May 1943. According to docking on the cover, the enclosed letter, dated May 15, 1943, the day before it was postmarked, and received at Columbus, Ohio, May 24, 1943, was eight days in transit.

implement the flow of Lend Lease material over the route via the Caribbean, South America, the South Atlantic and Africa. Pan American Airways' subsidiaries, already constructing new airfields in the Western Hemisphere, were given a contract to ferry planes on the route to and across Africa, building additional facilities as needed.

The British also gave Pan American a contract to operate a transport service over the route. Pan American was transporting materials and ferrying new airplanes from the United States to Cairo by fall 1941.

American involvement with the route increased when a North African Military Mission was based in Cairo in September 1941 and an Army Air Forces Military Ferry Command Service was initiated from Washington to Cairo in November 1941.

When Pearl Harbor pushed the United States into the war in December 1941, the route was in process of being established, and U.S. personnel, both military and civilian, were serving at a string of airfields across Africa.

Figure 2 shows the route across central Africa, with the route way stations and the routings of the services flying it.

There probably are several conflicting locations and spellings on the map because it was derived from many sources. I'm not really sure, for example, whether Gura was north or south of Asmara, but I made it north.

APOs were established along the route by mid-1942, and covers are known from most of the locations shown on the map in Figure 2.

The cover shown in Figure 1 was sent by a civilian, probably a technician of the Douglas Aircraft Co., manu-

facturer of the well-known DC-3 planes (Army designation C-47) used on the route by both Pan American and the military.

Free mail privileges had been extended to all servicemen on March 27, 1942. The special airmail rate of 6¢ per half-ounce provided for servicemen abroad, ordered Dec. 23, 1941, was extended Oct. 12, 1942, to civilians at military bases abroad having APOs.

Figure 3 shows a cover from APO 608 at Khartoum, Sudan. Khartoum was the crossroads of the African route: Planes flying to the Middle East went on via Aden and those to Cairo went north on the British Overseas Airways Corp. route that ran from Cairo through Khartoum to South Africa.

Covers from most of the stations on the route across Africa, while they exist, are not often seen.

## Beetle Battle

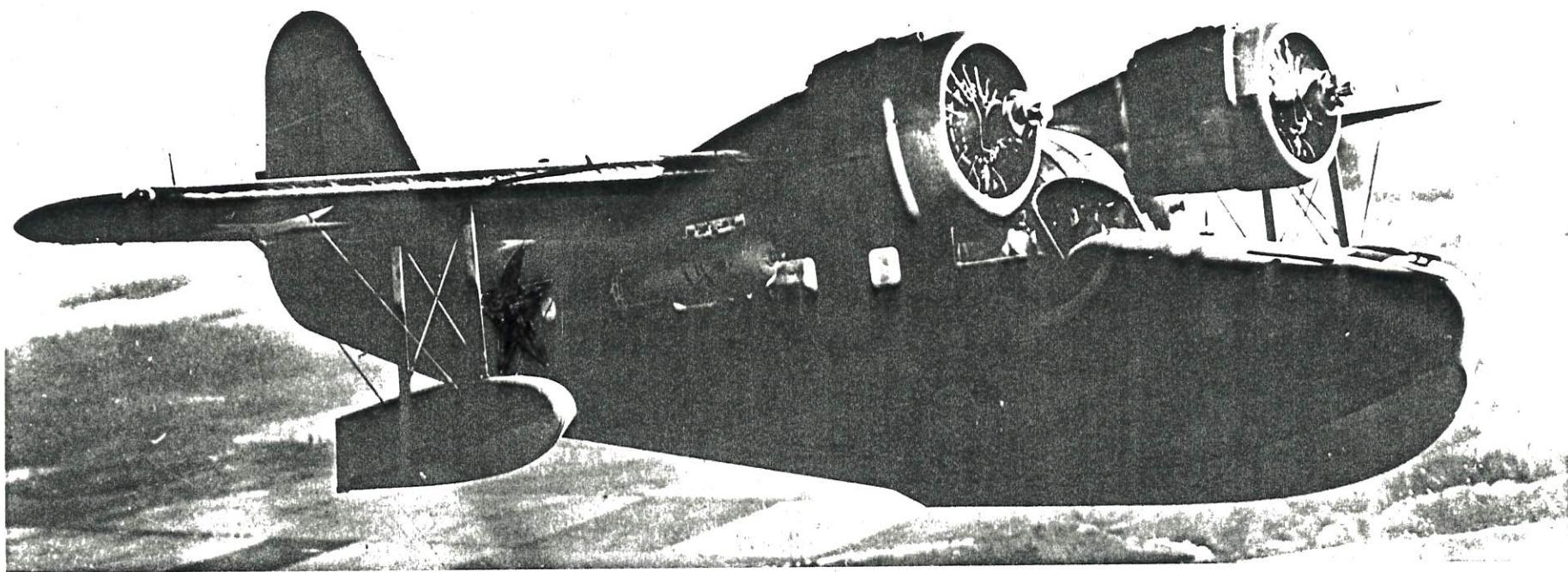
Two five-inch Hercules beetles use a banana as a battle field as they stage an impromptu wrestling match for visitors at the Bronx zoo. The shiny black bugs have built-in pincers which have teeth in the inner curves, the same as lobsters, and their jaws are very powerful. What's Jim Londos got?

International News Photo



THE "DUCK" RETURNS to Fish Lake, Africa, after a four months absence. The Duck flies a scheduled run between The Lake, Monrovia, Roberts Field, and Cape Palmas with flag stops at Cessos, Since and Grand Bassa twice a week. It is operated by PAA for the Liberian Government at the request of our State Department under a ten-year agreement signed in July, 1941.





Grumman "Goose"

December 3, 1942

Herbert Milley  
Major ATC

Assistant A-3

Accra

TRAFFIC PROCEDURE - FSH

You will recall that last September during my visit to Accra, we discussed the details reference to the anticipated change-over at Benson Field from PAA-Africa to Army ATC and the proposed setup for handling traffic at the strip.

At that time it was stated that we might expect several officers and five or six enlisted men to take charge of traffic details for the ATC. When the change-over became effective on November 1st we continued to carry out our previous duties in handling traffic for the Douglasses and thereby assisted Lieutenants Walker and Miller in clearing eastbound traffic.

We were only too glad to offer every possible assistance but in view of the change-over and also in line with our discussion, I felt that sometime shortly after November 1st we might expect a staff of ATC men so that we could assist in breaking them into the routine required for the dispatch of eastbound passengers, mail and cargo.

I was somewhat surprised when Captain Homs arrived a little over a week ago and advised that Lieutenant Merrill and Corporal Beeman, both of whom accompanied him from Accra to Fisherman's Lake, were the only two Army men being sent up to take over traffic at Benson. I discussed with the Captain our normal routine and the various problems in connection with transferring passengers, mail and cargo from here to the strip.

I was likewise surprised to hear the Captain say that these two men would be capable of handling the entire procedure. I must admit that they have both done a great deal of work and have "pitched in" and done their jobs well, but it is a physical impossibility for two men to take complete charge of the Benson traffic details. As a result, we are still doing just about the same routine as prior to the change-over.

It is a very easy matter to sit down and outline on paper the various duties that are necessary in receiving eastbound traffic from the Boeings until they have been cleared for departure on the Douglasses but there are too many stumbling blocks and unforeseen problems that crop up to prevent one from handling the passengers and one the cargo.

Our Traffic staff here consists of eight and myself and I can personally verify the fact that we haven't had much time for relaxation since we arrived. With planes arriving at any hour during the twenty-four, it is necessary to have two shifts otherwise everyone begins to slow down from lack of sufficient sleep. I maintain that two men are needed to check passengers and baggage and at least two for mail and express. That would make up the staff of eight men.

Even though we have theoretically been relieved of the traffic routine for eastbound traffic, our interest is in expediting the transfer and onward carriage of such traffic.

Airport Traffic Manager

Atlantic

Fisherman's Lake

MAJ MILLEY -ACR/ATM-FSH  
December 3, 1942.

-2-

Therefore, we are still assisting with the issuance of travel authorizations, typing passenger manifests, and retagging baggage in our passenger terminal upon arrival of the Clippers. Likewise, our man still draws up the Douglas weight reports at Benson Field and assists in the dispatching of the passengers.

Do you not agree that all of the above are now definitely the responsibility of the ATC? Also, from your past experience in handling traffic, do you not agree that one man cannot possibly attend to checking passengers and their baggage, type the papers and take care of the inevitable questions which are asked by eastbound passengers, while only one man handles the setting up of the cargo load and accompanying papers?

Captain Homs assured me that one more man would be sent to Fisherman's Lake in the near future to handle eastbound baggage, in the meantime we are doing this since we were advised that you did not feel that an experienced man should be sent up for that particular duty.

The foregoing has been offered for your information and I trust that any suggestions contained herein will be accepted as my personal viewpoint and I repeat that I honestly feel that regardless of how efficient or active a man may be, two men cannot properly handle the many details in connection with eastbound traffic.

I shall look forward to your reaction to the above and trust that in the not too distant future you will see your way clear to enlarging the present ATC staff here.

E. Spencer Garrett

cc: Traffic Manager - North Beach  
Capt. Juan Homs ATC - ACR

**Pan American Airways Company**  
 (PHILATELIC SECTION)  
**135 East 42nd Street, New York, N. Y.**

November 5, 1941

**FIRST FLIGHT COVER SERVICE TO GAMBIA, NIGERIA AND BELGIAN CONGO, AFRICA**

The Civil Aeronautics Board has granted the Pan American Airways Company the necessary authorization to establish air transportation between Miami, Florida and Leopoldville, Belgian Congo, via the intermediate points, San Juan, Puerto Rico; Port of Spain, Trinidad; Belem (Para) Brazil; Natal, Brazil; Bathurst, Gambia; Lagos, Nigeria.

The United States Post Office Department, has announced that First Flight Cover Service will be available on the inaugural flight on this service which is now planned for November 29, 1941. Also, the United States Post Office Department has made the necessary arrangements with all foreign postal administrations concerned, for their participation on the inaugural trip of the First Flight Cover Service. All Postal Administrations have agreed to backstamp the covers upon arrival at their offices and all except Port of Spain, Trinidad, have agreed to cachet the First Flight Covers forwarded from their offices. It is anticipated that some agreement can be reached with the Port of Spain Post Office by which an official cachet will be affixed to the covers before the actual date of the flight from Port of Spain. However, there is no definite assurance that a cachet will be affixed to these Port of Spain First Flight Covers.

**FIRST FLIGHT COVERS AVAILABLE ON THIS SERVICE:**

**1. By the United States Post Office Department**  
*From: Miami, Florida:*

Miami, Florida to Bathurst, Gambia, West Africa  
 Miami, Florida to Lagos, Nigeria, West Africa  
 Miami, Florida to Leopoldville, Belgian Congo, Africa

*From: San Juan, Puerto Rico*

San Juan, Puerto Rico to Bathurst, Gambia, West Africa  
 San Juan, Puerto Rico to Lagos, Nigeria, West Africa  
 San Juan, Puerto Rico to Leopoldville, Belgian Congo

**Note:** Covers for this service must be forwarded in a separate container (with proper postage affixed to each cover) to the Postmaster at the point from which the covers are to be flown. These containers addressed to the Postmaster, must be endorsed in the lower left hand corner, "FIRST FLIGHT COVERS FOR AFRICA-PLEASE HOLD FOR FLIGHT"

**2. By Pan American Airways Company**

- (\*) Miami, Florida to Bathurst, Gambia .65
- (\*) Miami, Florida to Lagos, Nigeria .65
- (\*) Miami, Florida to Leopoldville, Belgian Congo .75
- (\*) San Juan, Puerto Rico to Bathurst, Gambia .65
- (\*) San Juan, Puerto Rico to Lagos, Nigeria .65
- (\*) San Juan, Puerto Rico to Leopoldville, Belgian Congo .75

**Note:** (\*) All of these covers are a duplication of the U. S. Post Office Department service described above and are quoted here only in case Philatelists or Collectors desire the Company to handle same for them.

Port of Spain, Trinidad to Bathurst, Gambia	.56
Port of Spain, Trinidad to Lagos, Nigeria	.56
Port of Spain, Trinidad to Leopoldville, Belgian Congo	.60
Belem (Para) Brazil to Bathurst, Gambia	.70
Belem (Para) Brazil to Lagos, Nigeria	.70
Belem (Para) Brazil to Leopoldville, Belgian Congo	.89
Natal, Brazil to Bathurst, Gambia	.70
• Natal, Brazil to Lagos, Nigeria	.70
• Natal, Brazil to Leopoldville, Belgian Congo	.89
Bathurst, Gambia to Lagos, Nigeria	.45
Bathurst, Gambia to Leopoldville, Belgian Congo	.50
Bathurst, Gambia to Natal, Brazil	.50
Bathurst, Gambia to Belem (Para) Brazil	.50

	<u>Cost per Cover</u>
Bathurst, Gambia to Port of Spain, Trinidad	.60
Bathurst, Gambia to San Juan, Puerto Rico	.70
Bathurst, Gambia to Miami, Florida	.85
Lagos, Nigeria to Leopoldville, Belgian Congo	.30
Lagos, Nigeria to Bathurst, Gambia	.40
Lagos, Nigeria to Natal, Brazil	.45
Lagos, Nigeria to Belem (Para) Brazil	.45
Lagos, Nigeria to Port of Spain, Trinidad	.55
Lagos, Nigeria to San Juan, Puerto Rico	.65
Lagos, Nigeria to Miami, Florida	.75
Leopoldville, Belgian Congo to Lagos, Nigeria	.42
Leopoldville, Belgian Congo to Bathurst, Gambia	.51
Leopoldville, Belgian Congo to Natal, Brazil	.64
Leopoldville, Belgian Congo to Belem (Para) Brazil	.64
Leopoldville, Belgian Congo to Port of Spain Trinidad	.66
Leopoldville, Belgian Congo to San Juan, Puerto Rico	.70
Leopoldville, Belgian Congo to Miami, Florida	.88

Note: The above rates include postage and the Company handling charge of .15 cents per cover.

**\$22.50.**

The total cost of a complete set of 36 covers is [REDACTED]. The total cost of a complete set of 30 covers, (which does not include those from Miami, Florida or San Juan, Puerto Rico) is [REDACTED]. **\$18.40.**

All first flight covers described under section No. 2, (Pan American Airways Service) must be forwarded to:

Pan American Airways Company  
(Philatelic Section)  
135 East 42nd Street  
New York, N. Y.

These covers must reach the above address on or before November 25, 1941 to insure proper handling by the Company.

3. Each consignment of covers sent to Pan American Airways Company for handling must be accompanied by a CERTIFIED CHECK or Money Order payable to Pan American Airways Company, New York, N. Y. for the exact amount of the service required. In order to avoid errors and to simplify the work for all concerned, it is requested that all orders for covers be made on the attached order blank.

#### 4. Preparation of First Flight Covers

Philatelists and Collectors must prepare their own individual covers for this service. The Company will not forward covers to be placed on sale after the flight has been made. Only covers ordered by Philatelists and Collectors will be serviced. The Company does not prepare covers for Philatelists. These covers must be prepared by the sender.

These first flight covers may be addressed to the senders themselves or to other persons in the United States or elsewhere. They must be marked in the upper left hand corner (in pencil if desired) to show the points between which carriage by air is desired. Due to censorship restrictions no written matter should be included in the covers, only a light weight filler to cushion the cachet and cancellation marks should be inserted in the cover. The covers should not be sealed against inspection but forwarded unsealed, with the sealing flap of the envelope tucked into the envelope.

#### 5. General Information

(a) After the flight has been completed, the covers flown to destinations outside the United States, will be returned to the addressee on the cover, by ordinary mail. In some cases this will probably be from six weeks to two months after the flight, due to restricted ordinary mail service to these countries.

(b) The weight unit for covers to be posted in the United States, Puerto Rico, Trinidad, Gambia, and Nigeria is 1/2 ounce unit. For those to be posted in Brazil and Belgian Congo, the weight unit is 10 grams or fraction thereof.

#### 6. The following covers cannot be serviced by the Company.

- (a) Round Trip covers, or those ruled off for successive addresses.
- (b) Round the World covers.
- (c) The same cover to be cancelled at successive points along the route. (Only separate individual covers from one point to another will be serviced).
- (d) Covers with foreign postage affixed. Covers to be mailed in Miami and San Juan, will be accepted with U.S. Postage affixed. The charge for handling such covers will be .15 per cover.

FIRST FLIGHT COVERS ORDERED BY:-

(Please print name and address)

For \_\_\_\_\_

(First name)

(Initial)

(Last name)

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

From - To	Quan- tity	Rate	Amount	From - To	Quan- tity	Rate	Amount
MIAMI - BATHURST		.65		Total brought forward			
MIAMI - LAGOS		.65		LAGOS - LEOPOLDVILLE		.30	
MIAMI - LEOPOLDVILLE		.75		LAGOS - BATHURST		.40	
SAN JUAN - BATHURST		.65		LAGOS - NATAL		.45	
SAN JUAN - LAGOS		.65		LAGOS - BELEM		.45	
SAN JUAN - LEOPOLDVILLE		.75		LAGOS - PORT OF SPAIN		.55	
PORT OF SPAIN - BATHURST		.56		LAGOS - SAN JUAN		.65	
PORT OF SPAIN - LAGOS		.56		LAGOS - MIAMI		.75	
PORT OF SPAIN - LEOPOLDVILLE		.60		LEOPOLDVILLE - LAGOS		.42	
BELEM - BATHURST		.70		LEOPOLDVILLE - BATHURST		.51	
BELEM - LAGOS		.70		LEOPOLDVILLE - NATAL		.64	
BELEM - LEOPOLDVILLE		.89		LEOPOLDVILLE - BELEM		.64	
NATAL - BATHURST		.70		LEOPOLDVILLE - PORT OF SPAIN		.66	
NATAL - LAGOS		.70		LEOPOLDVILLE - SAN JUAN		.70	
NATAL - LEOPOLDVILLE		.89		GROSS TOTAL			
BATHURST - LAGOS		.45		Complete set of above 36 covers		22.50	
BATHURST - LEOPOLDVILLE		.50		Complete set of 30 covers (not in- cluding Miami and San Juan covers)		18.40	
BATHURST - NATAL		.50		Total amount remitted by sender:			
BATHURST - BELEM		.50		Postal Money Order #			
BATHURST - PORT OF SPAIN		.60		Express Money Order #			
BATHURST - SAN JUAN		.70		Certified Check #			
BATHURST - MIAMI		.85					
TOTAL FOR COLUMN							

FOR PAN AMERICAN AIRWAYS USE ONLY

Received: \_\_\_\_\_

Overage

Verified by: \_\_\_\_\_

Shortage

Amount received \$ \_\_\_\_\_ by \_\_\_\_\_



These are letters from me to my folks while I  
was at Fisherman's Lake, and one from them to  
me at Fish. Also one from me to them from Natal.

2/2/98

Dear [unclear]  
I took a vehicle to make black & white copies of all these pages. I took a few trips to Kinko's and I got tired of standing so had to spread it over several days - also when copying I had to make practice pages of many of the pages just to bring out some of the faint images -

I am enclosing the Federal Express envelope you sent way back in September? It is alright with me if you want to exhibit the whole binder.

I hope you and others will enjoy it.

While looking through all of Spencer's binders my son found his collection regarding submarine and lighter than air craft - I have not even looked through his collection yet - there's been so much going on that demanded my immediate attention - I'm appreciating the newspaper clippings & Xmas greeting - I think you will find all the letters you requested plus some. You will find Spencer's letters to his parents interesting. He didn't seem to arrange them in date order and a couple envelopes had no letters in them - I am sending

130-7507-01  
E SPENCER GARRETT  
c/o POSTMASTER  
MIAMI FLORIDA  
PAA-APO 606

CENSORED  
B. M. A. M. H.  
1273 N. A. A. X

Sept 15/42

MR AND MRS GEORGE B. GARRETT  
1273 NORTH AVENUE  
NEW ROCHELLE  
NEW YORK.



## 20TH CENTURY PLASTICS, INC.

3528 CRENSHAW LA CA 90005

PAN AMERICAN AIRWAYS CO.  
LA GUARDIA FIELD  
JACKSON HEIGHTS, N. Y.

EXAMINED BY

1948.3.20

MR AND MRS GEORGE D GARRETT  
VIKAGYL GARDENS  
NEW ROCHELLE  
NEW YORK.  
N.Y.  
Rec'd  
July

Rec'd July 30/44

PAN AMERICAN AIRWAYS// Inc

LA GUARDIA FIELD  
JACKSON HEIGHTS, N. Y.  
E. Spencer Garrett  
c/o Traffic Manager

IT PAYS TO FLY



Mr and Mrs George D Garrett  
1273 North Avenue  
NEW ROCHELLE NEW YORK

EXAMINED BY

202-CHENSWAY, LA. 6-4133

202-CHENSWAY PLASTICS, INC.

Geo. D. Garrett  
1273 North Ave.  
New Rochelle, N. Y.



VIA AIR MAIL

E. SPENCER GARRETT  
P.A.A. - A.P.O. 606  
c/o POSTMASTER  
MIAMI, FLORIDA

Atlantic Division

"CLASSIFIED - SECRET" ("FSH")  
PAANAM, V.I.P.s  
LETTER ENCLOSED -  
1942, FISHERMAN'S LAKE  
LIBERIA  
His mother kept some  
LETTERS.

AMI BROS.  
P. O. Box 23,  
MONROVIA,  
LIBERIA

PER BANK OF MONROVIA INC.

CO. PAN-AMERICAN OFFICE ROBERTFIELD

Mr. E. Spencer Garrett,

Traffic

Pa

Fis

Gran



FLY



MR. AND MRS. GEO. D. GARRETT  
1273 NORTH AVE.  
NEW ROCHELLE  
NEW YORK.

Aug 16/22  
M 9717

E. SPENCER GARRETT  
FAIR ANTR. AIRWAYS  
LA GUARDIA FIELD  
JACINTON HIGTS N.Y.



MR. + MRS. GEO. D. GARRETT  
1273 NORTH AVE.  
NEW ROCHELLE  
NEW YORK.

E Spencer Garrett

TRANS TO FLY

6/36

Rec'd  
7/10



MR. AND MRS. GEORGE D. GARRETT  
1273 NORTH AVENUE  
NEW ROCHELLE  
NEW YORK.

20TH CENTURY PLASTICS, INC.

3629 CRENshaw, L.A., CA 483-3

~~PAN AMERICAN AIRWAYS AFRICA, LTD.~~

E. SPENCER GARRETT

PAA-APO 606  
c/o POSTMASTER  
MIAMI FLORIDA  
ATL. DIV.

VIA AIR MAIL



MR. AND MRS. GEO. P. GARRETT  
1273 NO RTH AVE.  
NEW ROCHELLE  
NEW YORK

E SPENCER GARRETT  
PAA - APO 604  
C/O POSTMASTER  
MIAMI FLORIDA



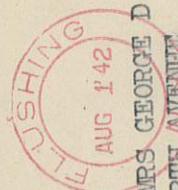
VIA AIR MAIL

6/16/42  
MR AND MRS GEORGE D GARRETT  
WYKAGYL GARDENS  
NEW ROCHELLE  
NEW YORK.



CENSORED  
BY The Commanding Officer  
Per *J. B. Farrell* A.O.U.S.A.

VIA AÉREA  
BY AIR MAIL



MR AND MRS GEORGE D GARRETT  
1273 NORTH AVENUE  
NEW ROCHELLE  
NEW YORK.

IT PAIS TO FLY

E SPENCER  
PAA-APO  
C/O POST  
MIAMI

*class  
PAK  
17/11*



GARRETT

*Aug 14 '42*

While in Natal I exchanged some communiqus about possibility of taking military leave of absence from Pan American to go on active duty in the military.

I had a reserve commission (2nd Lt Infantry!) and Pan American had put me in a Reserve Pool which meant my military status was frozen and I would not be called to active duty.

I felt I should be in the active service and had corresponded with a friend (Gordon Ringgold) who had been on the faculty at NYMA, my French teacher. I had kept in touch with him after graduating from NYMA. He had gone on active duty and was in Air Intelligence.

The correspondence on following pages is about my request.

At Fisherman's Lake I requested leave of absence and it was granted. I returned to the States end of December 1942 and went on active duty in the Air Transport Command in March 1943 assigned first to ATC Hqtrs in Washington. Three and a half years later I left active duty and returned to Pan American.

WAR DEPARTMENT  
HEADQUARTERS OF ARMY AIR FORCES  
WASHINGTON

OFFICE OF  
CHIEF, AIR STAFF A-2

May 30 1942

Dear Spence:

I have both of your letters, one slightly censored. I should be delighted to be able to make it possible for you to be ordered to active duty and assigned to the Army Air Forces for intelligence work, but in your particular case, as you are perfectly aware, there are several circumstances which must be taken into consideration.

I am under the impression that ~~all~~ of your men who hold Reserve commissions and who are working for Pan Am have been "frozen", in other words, that the War Department has been requested not to take you away from the company. I have had one of our personnel office rs call Mr. Cooper, Vice President of Pan American, and inquire whether or not Pan Am would be willing to release you for active duty with us. Getting no satisfactory reply for several days, I myself today talked with a Mr. Reiss in Mr. Cooper's office. He was very cooperative but said he did not care to give me a desision until he checked with the company and found out how valuable a man you were to them. He did indicate that you were No. 2 man down there and said that he thought that a promotion and change of station was going through at the present time for you. He added that he felt that if the work you were doing was of greater value to the war effort than your work would be if you came on active duty it would be reasonable for the Army to permit you to stay put; however, he is to call me again within a few days and let me know definitely what the situation is.

I am inclined to agree with him. I sympathize with your desire to get into uniform. I would like very much to have you in this service. But we do have to win this war and if you, in your present work, are doing more than you could as a Lieutenant, then I feel strongly that your present job is where your duty lies.

I will write you again when I get further word from Mr. Reiss or Mr. Cooper.

I have not heard anything directly from George, but I know he reached his destination O.K. I have every confidence in him and have been delighted that it was possible to have him commissioned and brought on duty in our line of work.

Best regards to you and the best of luck always.

Sincerely,

GBR

GORDON B. RINGGOLD  
Lt. Colonel, A.A.F.

June 1 1942

Pax Supervisor Garrett

Traffic Manager

Traffic

Atlantic Division

Army Commission

North Beach

Since our return from Natal what little information our files contained of the background and current status of your Infantry Reserve commission we combined with the data on this matter which you supplied, upon my request, during our recent discussion of this topic in Natal. Even so, we have had considerably less material on which to request your transfer to the Air Corps than was desirable to give us all the data we understood the Army needed. However, the situation has taken a new turn, as a result of an approach by our Washington office to the Army on your behalf, in that we have been informed of your two direct communications to the Army requesting as an Air Corps officer.

Naturally the Army Colonel who has your file as well as our request for transfer to Air Corps Reserve and continued deferral is quite puzzled as so are we. It was not known to us that you wished to apply for an Air Corps commission and, if granted, leave the Company. I have been informed that the Army is not eager to seek your release from the Company because they appreciate the essential nature of your services to such a vital airline serving Army and national interests. Information given to our Washington office by the Army indicates that even if you were granted a commission it would probably be as Second Lieutenant, with possibility of fairly early promotion to First Lieutenant or, if an exception was made, rapid promotion to Captaincy because of the already great influence of the Air Corps' Ground training program and because your military background is comparatively brief, slightly out of date and not with the Air Corps.

The Army feels, we are informed, that your Traffic experience is such that for the duration your talent might best be utilized in the services of our international air line rather than in the Air Corps, where much valuable time would be lost in your transfer and period of "gearing-in" to Army life and procedure. I do not wish to influence you unduly, but I feel there is much merit in the Army view-point and that we should not lose sight of your extremely keen interest only a few months ago, as expressed to me, in leaving the sales organization to obtain line experience with an operating division.

Successively you have had an abundance of opportunity to gain experience and utilize the years of Traffic experience you had in District Offices. Your North Beach and Natal responsibilities both have helped round out your capabilities to such an extent that we have been hopeful of offering you Traffic Managership of one of the important bases in the near future. In fact, had not two rather important and unforeseen difficulties arisen the offer would have been extended already. However, as you may know the Division Manager has been absent because of illness and will probably not return for several weeks. Also the June 1st date for augmentation of service, which Chuck Henry's temporary move contemplated, has been slightly retarded. Finally, the drain on our organization to transfer a dozen Traffic men to Bermuda by June 1st has rather greatly occupied our time and restricted our freedom to move in the South Atlantic sector quite as freely as we wished. Nevertheless, I had expected in the month of June to be able to offer superior opportunity and responsibility to you along the lines I have already discussed with the Division Manager, without objection on his part. Certain decisions on other matters are necessary prerequisites to such an offer.

Now, however, it is necessary that we have an early and clear statement from you of your intention and decision as regards your future because there appears to be a materially different attitude than was stated and implied in our discussion in Natal last month, concerning your transfer from Infantry Reserve to Air Corps Reserve. There may possibly be confusion all the way around because your father has written recently stating his understanding of your having been assigned to the Air Corps Reserve some time ago although our records indicate the contrary.

If you should not wish to continue with Pan American I would appreciate a frank statement of your reasons, especially if they could guide us to better understanding of personnel in similar positions of responsibility as we have other men of approximately equivalent experience whom we would not wish to lose either, if there was any legitimate and sound way to hold their interest and loyalty.

You may know John Evans has just reported for duty and will soon be en route to Bermuda, but I doubt that the future there is comparable with the improvement at Natal which is in prospect with Fritz Blotner "on location", as we so suggested upon our return from Natal, where an official of such calibre was obviously indicated. We are very optimistic about the future of the entire South Atlantic route and I believe there is much in the picture for you and others who draw on their Traffic experience and training to serve Army, the Country and the Company. Unexpectedly, I shall have to spend a little while over-seas with Jack Kelly this week, but your reply will be handled in my absence, although I hope I shall be here to learn of your interest in continuing with Pan American, in order that we may inform the Army accordingly. It will no doubt interest you that prior to word from Washington, we had recommended a merit raise for you because of the satisfactory completion of your probationary period in the Atlantic Division and because a certain few of you at Natal have pioneered in carrying the load there.

A number of other good men have been hired and many are being interviewed from among the hundreds of domestic airline

personnel who have recently been released. Accordingly we hope to have additional personnel in Natal before the end of the month and have the Fisherman's Lake complement well in hand soon.

Upon termination of the Division Traffic Manager's Conference in mid-June I shall again be able to devote unlimited time to South Atlantic problems and hope I shall be able to count upon you as one of the keystones of that important bridge.

cc: Manager - NBA  
Airport Tr Mgr -

John C. Schroeter

June 4 1942

Traffic Manager

Passenger Supervisor

Atlantic Division

Panair do Brasil

North Beach

Military Service

Prior to my transfer as Traffic Representative, Atlantic, North Beach to Panair do Brasil, Natal the Company effected through the War Department my being placed in the Reserve Pool thereby deferring my assignment to active duty as an officer in the United States Army.

At the time this deferrment was requested I was in accord with such action. Since that time, however, I have given very serious thought to my particular status and I cannot help but feel that with conditions as they are, I should be released from the Reserve Pool and thereby permit my assignment to active duty as an officer in the Army.

The work I have done in Natal at the seaplane base, as well as the work I am at present doing at the land base, has been done conscientiously and can very well be considered as important to the war effort. I feel that I have done, and will continue to do, every bit of my share towards reaching the only possible outcome in this war. However, after weighing both sides of my case, I can only feel that my place at this time is with the Army on active duty. I will then feel that I am serving my Country to the best of my ability.

As I have an opportunity for assignment to Air Corps Intelligence, and in view of the above, I would appreciate your advice as to the possibility of being released from the Reserve Pool so that such duty may be accepted.

cc: DvMgr - NBA  
VicePres.Cooper - WGT

E. Spencer Garrett

June 9 1942

Traffic Manager

Passenger Supervisor

Atlantic Division

Traffic

North Beach

[REDACTED]

Army Commission

Your memo dated June 1st arrived today and I wish to offer the following reply in order to clarify several points contained therein.

First of all, there should be no doubt as to my loyalty to Pan American Airways. The fact that I am now with the Company did not just "happen" as I tried for five years to get with PAA and it was only after making a familiarization trip around South and Central America that I was taken into the "family". You are familiar with the setup of the now non-existent Student Plan and realize the salary I received for the first few years. I have always felt proud of the fact that I am with PAA and look at my five and a half years with the Company as being beneficial both to me and to Pan American Airways.

I believe I can say, without causing any raised eyebrows, that the work I have done both with the Sales offices and with the Atlantic Division have been entirely satisfactory to all concerned. Since arrival here I have done more than my share of the work expected of each member of our group and at present, as senior Traffic man at the landplane base (Parnamirim), I am shouldering, with the assistance of Gene Kuntzmann, the responsibility of receiving and dispatching the Douglasses. That, in itself, does not sound like a particularly gigantic task but when one realizes the lack of coordination, as well as the tools with which we work, it can very readily be seen that the duties at Parnamirim, which clears more planes, passengers, and cargo than the seaplane base, represent a job fully large enough for five times as many men as are now handling it.

We feel justifiably proud of the fact that we can unload, reload and turn around our planes in at least 45 minutes and many times in 30 minutes. Bear witness to the fact that Miami, with a staff of English-speaking porters and full equipment, requires hours and often a full day to load some of the heavy cargo in the Douglasses whereas we must, to do our job properly, clear the ship for return in no more than an hour.

As for my military status, I am so mewhat surprised to learn that full record of my commission and other data in connection therewith is not available in your files or those of Mr. Galbraith. Although I do not have my records here, I can state that I was commissioned as Second Lieutenant, USA, March 7, 1933. This commission was effected after five years at New York Military Academy as well as training at the Officers' Training Camp, Plattsburg, NY. I was assigned for four years to the 424th Light Tank Regiment, NY and saw active duty with that organization. Upon transfer to Miami several years ago, my activity with the Reserves ceased due to lack of available training there. In view of my military training I feel that I do have a recognizable military background and certainly far more training than most junior grade officers who are now on active duty.

My communications directed to Washington were addressed to a personal friend of mine who holds rank as Lieutenant Colonel, Air Corps Intelligence, the branch of the Service in which I am most interested. These letters were in the form of inquiries as to the possibility of obtaining assignment to that section of the Air Corps as I had understood that my transfer to Air Corps Reserve was to be effected by the Company.

As pointed out in my brief memo of several days ago, I have wondered for sometime whether or not my services as an officer would be of more value to my Country than the work I am doing at present. If both the Army and PAA feel that my experience in airline work is of more value then I am in accord with any decision reached.

During these times one can hardly expect to achieve any personal gains and whereas I am sincere in saying that, I feel that the Company should recognize the conscientious effort I have put forth in performing my duty both at North Beach and Natal. I am pleased to learn that I have successfully passed through a probationary period and if the Management feels that my work merits recognition, and if further responsibilities are about to be given me, then I am prepared to accept them to the best of my ability.

I shall await your early advice as to what action I may expect and again assure you that my utmost desire is to serve in that capacity for which I am most suited. By this time I trust that the Division Manager has recovered from his recent illness and I hope that should you discuss my case with him that you will bear in mind the fact that I consider my responsibility of duty to my Country first and to the Company second.

cc: Manager - NBA  
Airpt Tr Mgr - [REDACTED]  
VicePres.Cooper - WGT

E. Spencer Garrett  
Passenger Supervisor  
Natal

RADIO

JUNE 10 1942

AM NOW ABLE OFFER GARRETT IMMEDIATE ASSIGNMENT AIRPORT  
TRAFFIC MANAGERSHIP FSH (FISHERMAN'S LAKE) WITH FULL  
LEADERSHIP AND RESPONSIBILITY EIGHT TO TEN MEN STAFF STOP  
.....STOP APPRECIATE RADIO REPLY  
HOPEFULLY INDICATING GARRETT ACCEPTANCE FSH ASSIGNMENT  
FOR BEST SERVICE COUNTRY AND COMPANY STOP .....

SCHROETER

RADIO

JUNE 11 1942

PANAIR

NORTH BEACH

SCHROETER RETEL GARRETT QUOTE DEFINITELY INTERESTED OFFER  
AND ~~XXXXXX~~ WILL ACCEPT IF NO DEAD WOOD BEING ASSIGNED  
SAME STATION STOP DESIRES INFORMATION RELATIVE SALARY  
ARRANGEMENT AND DATE OF EXPECTED TRANSFER

SNOWDON

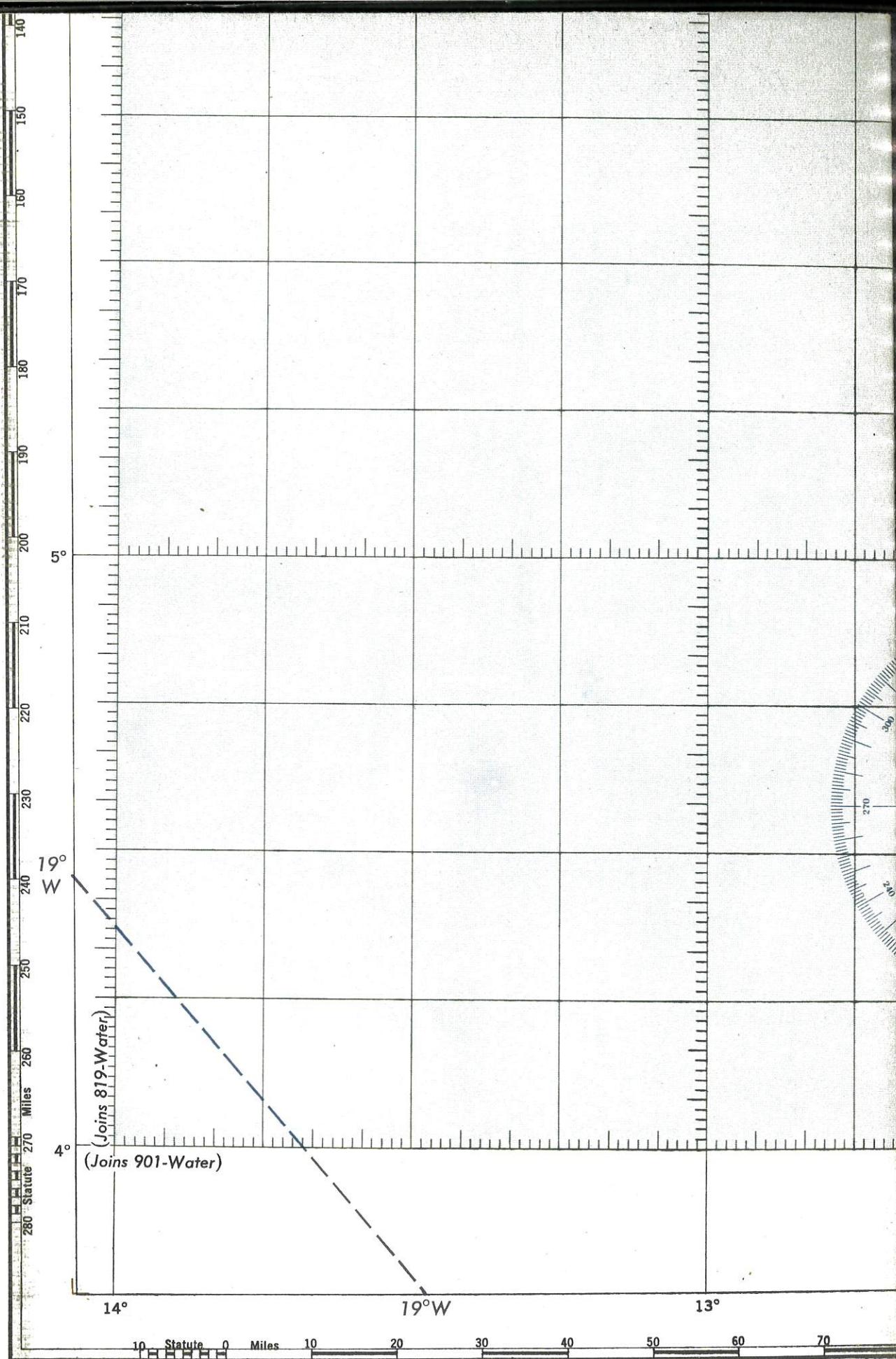


U. S. ARMY, WASHINGTON, D. C., 112931  
1943

N400-W800/400X600

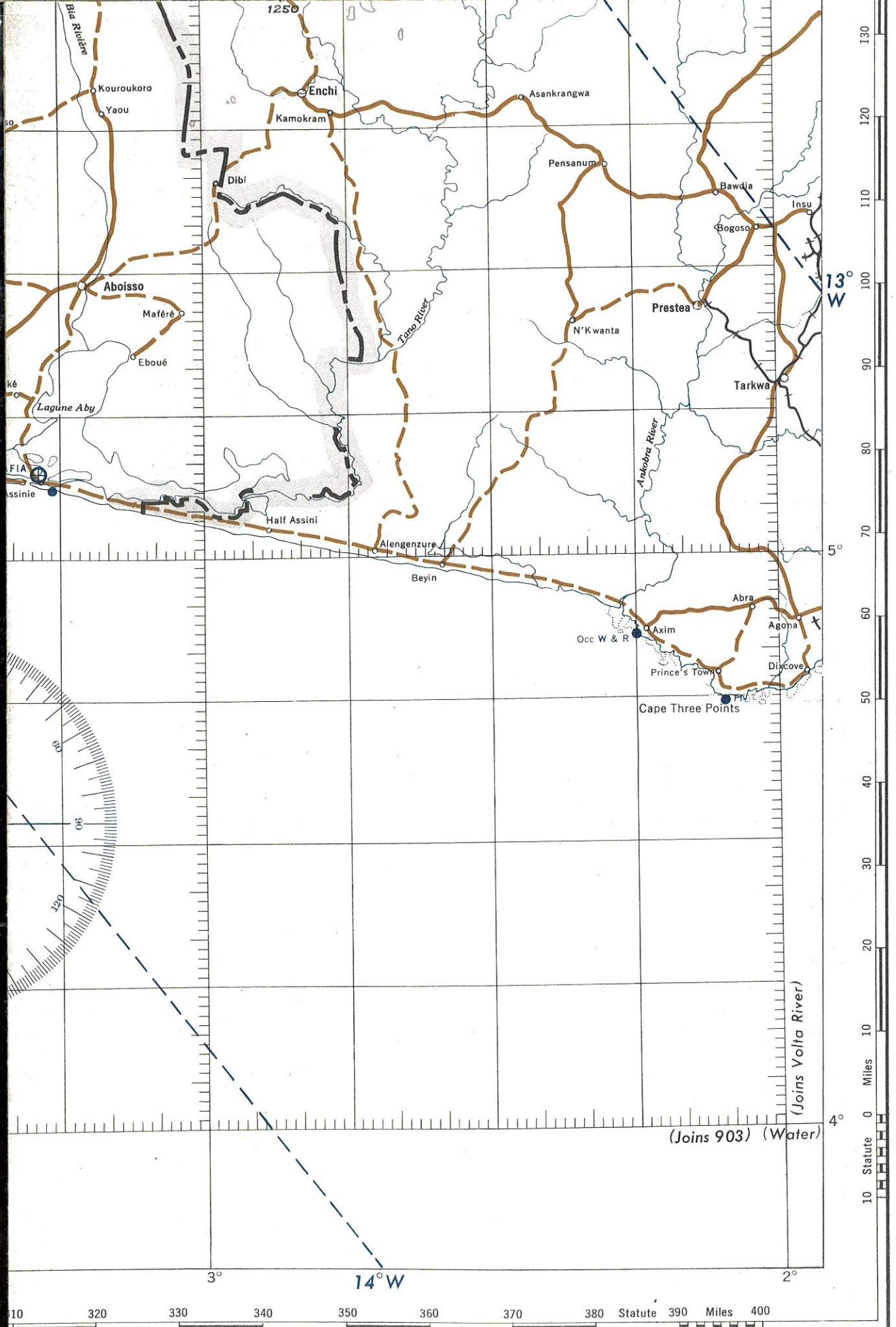
**SHERBRO ISLAND (818)**  
SIERRA LEONE, AFRICA

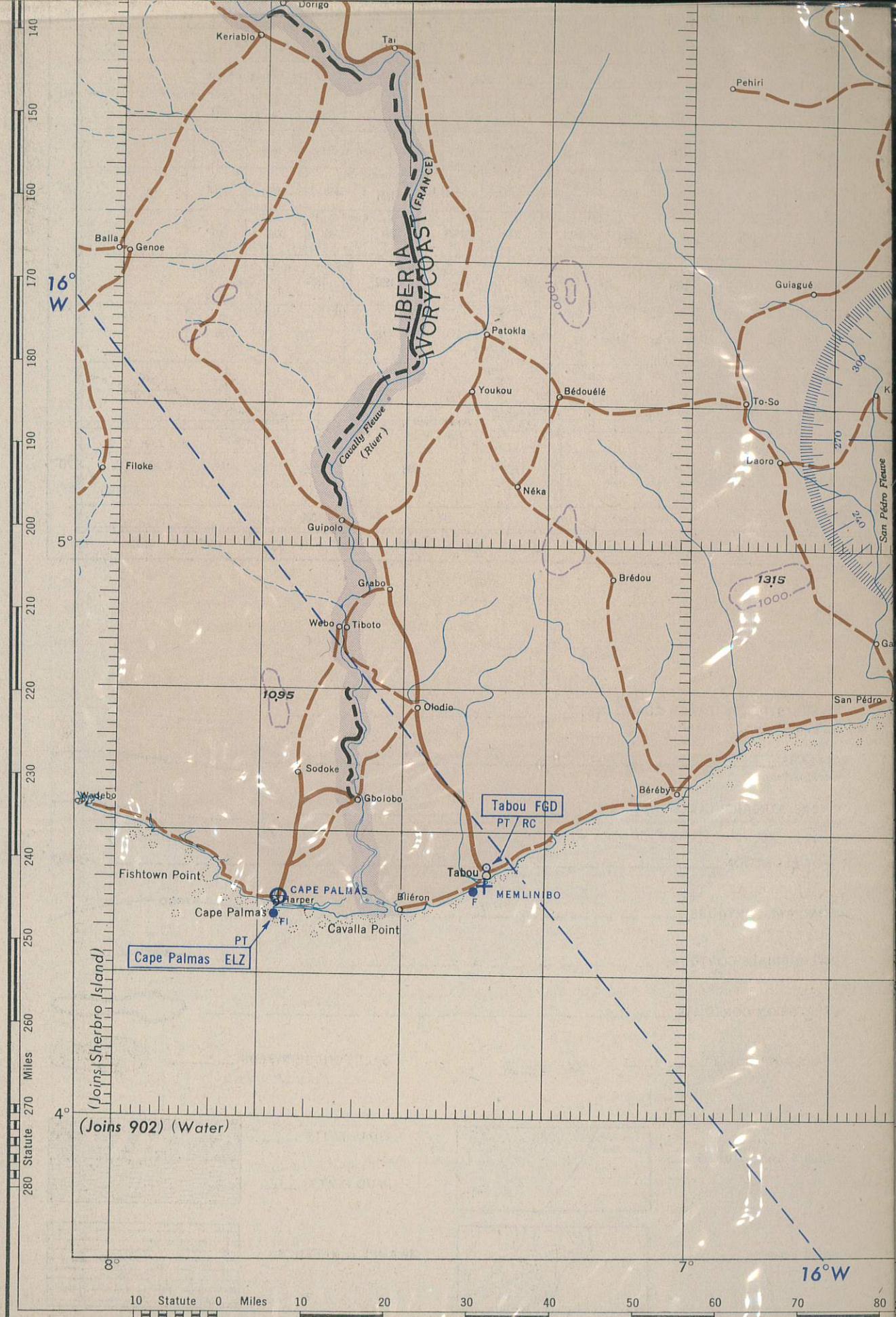
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(818) CONFIDENTIAL

**Compiled for the U. S. Army Air Forces by the U. S. Coast and Geodetic Survey,**  
Washington, D. C., from source authorities listed on reverse side. August, 1942.





CAPE PALMAS

Compiled for the U. S. Army Air Forces by the U. S. Coast and Geodetic Survey, Wash

**RESTRICTED**

Lines of equal magne  
Aeronautical infor

Doolittle and Eaker said he was the greatest air commander of all time.

# LeMay

By Walter J. Boyne

**T**HERE has never been anyone like Gen. Curtis E. LeMay. Within the Air Force, he was extraordinarily successful at every level of command, from squadron to the entire service. He was a brilliant pilot, pre-eminent navigator, and excellent bombardier, as well as a daring combat leader who always flew the toughest missions.

A master of tactics and strategy, LeMay not only played key World War II roles in both Europe and the Pacific but also pushed Strategic Air Command to the pinnacle of greatness and served as the architect of victory in the Cold War. He was the greatest air commander of all time, determined to win as quickly as possible with the minimum number of casualties.

At the beginning of World War II, by dint of hard work and training, he was able to mold troops and equipment into successful fighting units when there were inadequate resources with which to work. Under his leadership—and with support produced by his masterful relations with Congress—he gained such enormous resources for Strategic Air Command that American opponents were deterred.

“Tough” is always the word that springs to mind in any consideration of LeMay. Yet he went far beyond being tough to get the results he knew were needed. He achieved his great triumphs by combining his powers of analytical thinking with a



*During World War II, Gen. Curtis E. LeMay displayed masterful tactics and strategy that helped the US prevail first in Europe and then in the Pacific. Even Soviet officers and officials acknowledged LeMay's brilliant leadership and awarded him a military decoration (among items at right).*

# DOD

## Senior Leadership

As of Feb. 1, 1998

### KEY

<b>USD</b>	Undersecretary of Defense
<b>PDUSD</b>	Principal Deputy Undersecretary of Defense
<b>DUSD</b>	Deputy Undersecretary of Defense
<b>ASD</b>	Assistant Secretary of Defense
<b>PDASD</b>	Principal Deputy Assistant Secretary of Defense
<b>DASD</b>	Deputy Assistant Secretary of Defense

Compiled by Juliette Kelsey, Editorial Associate

*Note: The Pentagon announced numerous organizational changes Nov. 10, 1997. Some changes still require Congressional approval, and others are ongoing. The proposed creation of an ASD for Intelligence has been canceled.*



Secretary of Defense  
**William S. Cohen**



Deputy Secretary of Defense  
**John J. Hamre**



ASD for Public Affairs  
**Kenneth H. Bacon**



Inspector General  
**Eleanor J. Hill**



Director, Operational  
Test & Evaluation  
**Philip E. Coyle III**



General Counsel  
**Judith A. Miller**



ASD for Legislative Affairs  
**Sandra K. Stuart**

PDASD for Public Affairs  
**Clifford H. Bernath**

DASD for Public Affairs  
(Information)  
**Capt. Michael W. Doubleday, USN**

DASD for Public Affairs  
(Communications)  
**Douglas Wilson**



ASD for C<sup>3</sup>I  
**Anthony M. Vallastra (Acting)\***

DASD for C<sup>3</sup>  
**James E. Soos**

DASD for C<sup>3</sup>I Acquisition  
**Margaret E. Myers (Acting)**

PDASD for C<sup>3</sup>I  
**Vacant**

DASD for Intelligence & Security  
**Cheryl Roby (Acting)**

Director, C<sup>4</sup>I, Integration Support  
Activity  
**Dennis Nagy**

DASD for Plans & Resources  
**Bekis Leong-Hong**

\*Retires March 1

## Comptroller



USD Comptroller  
**William J. Lynn III**



PDUSD (Comptroller)  
**Alice C. Maroni**



Director, Program  
Analysis & Evaluation  
**Robert R. Soule  
(Acting)**

Deputy Chief Financial Officer  
**Nelson Toye**

Deputy Comptroller  
(Program Budget)  
**Bruce Dauer**

UNTAC



APRONUC

UNMO '92

United Nations Transitional Authority in Cambodia  
Autorité Provisoire des Nations Unies au Cambodge

Dr. Gale J. Raymond, FRGS

"BALI-HAI", P.O.Box 228, Sugar Land, Texas 77487 U.S.A.

Field Geographer (Area Specialist) Consultant

Temporary field address; Phone (281) 242-1634

Richard BEITH, AAMS  
c/o AAMS.

Dear Mr. Beith,

Someone sent me a copy of pp.407-415 of AAMS Oct.1997 re "FAM 22 & BEYOND", which was of prime interest to me, from the LIBERIA postal-history side. Long before I actually served short-term missionary in Liberia, I'd been collecting outpost pmkgs of Liberia, haphazardly, an outgrowth of a gaggle of village P.O. covers in a big cardboard box of such, collected by a Louisville Ky postal-clerk (deceased, cancer). A disab. Retd. JSAF ofcr, I included (& later used ~~FOR~~ my OWN mail!), the US APO cvrs, per AmEmb., so I had a special SPECIAL interest in the erstwhile "Lake Piso" facility, a.k.a. "FSH"!

Back in CONUS, I tracked down Spencer Garrett in Aptos, CA (Retd), as per missionary friend at Robertspoint, visited with him, & persuaded him to write a HISTORY of FSH & "B" (Bennett airstrip (RAF, then USAAF). He did so, and an excellent job, but became enbittered & threw up his hands when it was turned down by AIR & SPACE Mag, ( for too many illogical reasons). He and I made a PACT that the survivor would have first-crack ~~at~~ our respective histories & collections. I WON !, if that is the proper connotation. After his passing, & a proper lapse of time & negotiations, I became the owner of a humongous album, incl. PAA & APO covers, photos, classified Orders, deep history, maps, sketches, rosters, narrative, etc.

FIRST impulse was/is to publish at least the postal-history aspect & covers in our LIBERIA PHIL. SOCTY. jnl,

but our Editor is somewhat lackadaisical & has given no **Gem of the Day: From a member of the British Foreign Service comes this advice:** answer or suggestions. WHAT TO DO ?? Suggestions appreciated--

Never lie.

Never tell the entire truth.

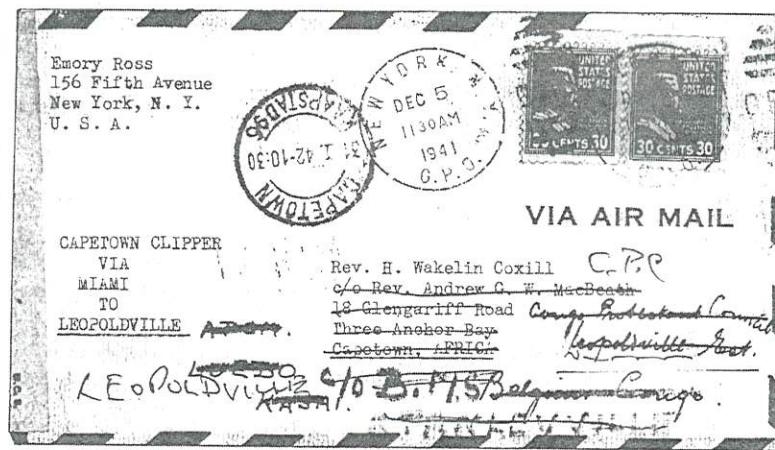
Never pass up a chance to go to the bathroom.

Cheers,

Gale Raymond, FRGS, FRPSL, & all that jazz--

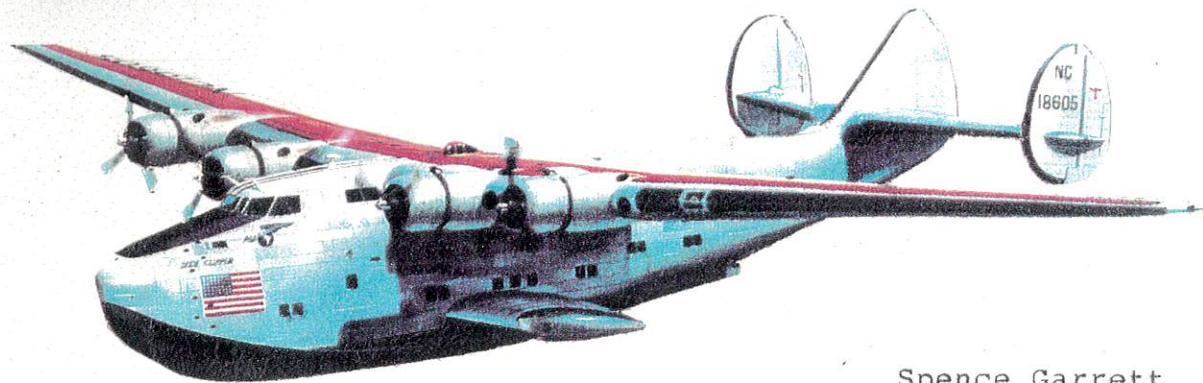
November 1997  
Vol. 68, No. 11

# The *Airpost Journal*



FAM 22 and Beyond

Page 449



Spence Garrett

The Boeing Airplane Company of Seattle built 6 B314s for Pan American Airways, with first delivery in January 1939. Six more were built as B314As and the original six were converted to As. The 314As had more powerful engines, improved propellers, larger fuel tanks and several interior changes. Pan American operated six of these huge flying boats, the other six were taken over by the U.S. Navy and British Overseas Airways Corporation.

In June 1939 NC18605, the Dixie Clipper, flew the first revenue passengers on a trans-Atlantic airplane flight from Port Washington, N.Y. to Marseilles via the Azores and Lisbon.

The Dixie Clipper and 2 other B314As flew Prime Minister Winston Churchill, Lord Beaverbrook, Lord Pond and their staffs back to England from Norfolk Naval Air Station after top-level meetings with President Franklin Roosevelt in January 1942. I was at NAS for this ultra secret operation.

After the Casablanca Conference in January 1943, Dixie Clipper brought President Roosevelt back to the U.S.A.

Pan American flew the 314s and 314As into the war zones of WWII carrying critically needed cargo, personnel and mail.

In November 1941 I was transferred from the Miami Sales Office to be Airport Traffic Manager at the New York seaplane base (North Beach next to LaGuardia Field).

With the opening of the South Atlantic route between South America and Africa, I was transferred in January 1942 from North Beach to Natal, Brasil and flew out of Miami in a B314A. We stopped enroute at Port of Spain, Trinidad and then overnight at Belem - next day to Natal.

In June I went over to Fisherman's Lake, Liberia as Airport Traffic Manager and made the long overnight crossing of the South Atlantic in Dixie Clipper.

When I took military leave of absence from Pan American in December 1942, I again flew in a B314A - back to Miami. I can say from my own experience that these planes were in a class by themselves and never have been equalled. These were the largest and most majestic of all aircraft at the time and even today their features and facilities would be outstanding. They were the last of Pan American's flying boats.

